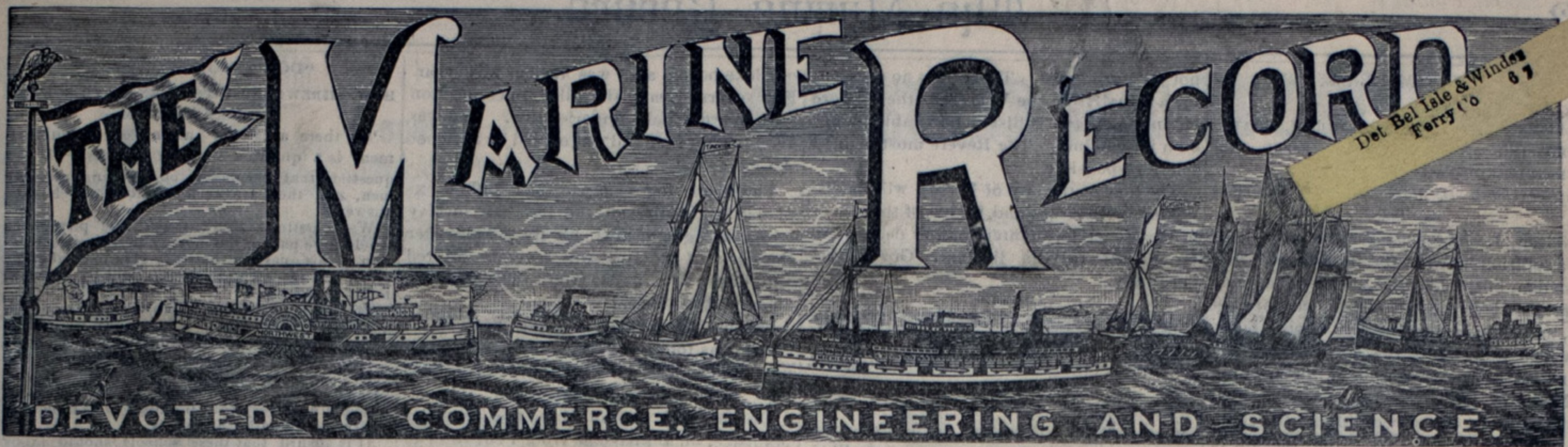




VOL. IX NO. 15.

CLEVELAND, O., APRIL 14, 1887.

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AROUND THE LAKES.

CLEVELAND.

Captain J. B. Hall left Tuesday evening to fit out the Havana.

Captain Charles Cleveland was in the city Tuesday, on the way to fit out the Australasia.

Freight rates remain firm and the prospects of a late opening will have the tendency to strengthen them.

The propeller Raleigh got up steam in her new boilers Sunday and made a run to Lorain and back. Everything worked like a charm. The new steamship Horace A. Tuttle will probably be launched at the yard of the Globe Drydock Co. on Thursday, the 21st inst.

The local inspectors went to Sandusky last Tuesday to inspect several steamers, and to-day they are in Fairport. Next Monday they will be in Toledo all day.

The firm of Palmer & Benham has been dissolved by mutual consent, Mr. J. H. Palmer withdrawing from the commission department to attend to his vessel interests. The business will be continued under the firm name of Palmer & Benham, however, with C. F. Palmer and C. E. Benham as members.

The fire boat Weatherley, Captain John Moffatt, proved her value again Saturday at a fire along the river. The crews of the land steamers can not get to a fire in the vicinity of the river ahead of the fire boat and often not until the blaze has been quenched by the generous stream from the river.

Captain Ira Owen is in the city, watching the progress of his steel steamer, at the Globe Works, which is getting on rapidly. There are thirteen gangs of riveters working on her. It has been understood that she was to be called the Elyria, but as there is nothing in that name we now take the liberty of saying that she will be launched as the "Ira H. Owen."

The steel steamer Cambria, Captain W. M. Cummings, was towed up the river to the Valley railway bridge Monday, where she will receive her boilers and machinery. The Cambria, as soon as her machinery is in and connected up will be ready for the opening. A finer sample of marine architecture has never appeared on the lakes, and the artistic work put on her cabins and houses has never been equaled on a freight boat. The cabins and seamen's quarters are roomy and well ventilated, and are finished in hard wood, and the stained glass windows, brass railing, etc., make the quarters of the officers quite elegant. Captain McKay has spared no expense in her construction, and fitting.

The launch of the fine steamship Samuel Mather at Quayle's yard was the event since our last number, last Saturday. The pleasant weather made it a most enjoyable occasion to the thousands present. Her builders were on time, and no one had opportunities to become impatient. At the signal she was slipped away and entered Cuyahoga river as the christening ceremony was performed very nicely by the daughter of Captain John Bartow. The Samuel Mather was towed down the river to Grover & Son's shipchandlery, where she is to receive her outfit. In last week's RECORD her dimensions were given, and it is unnecessary to repeat at this time. Many prominent marine men were present, and speeches made suitable to the occasion, with refreshment sufficient to keep every one in good humor on the way down the river.

Meteorological summary for the week ending April 13:

Mean barometer	30.264
Mean temperature	51.7
Mean humidity	72.7
Total precipitation, inch	
Prevailing direction of wind	East
Total wind move	1291
Av. clouds	2.1
Av. state of weather	Clear
Max. temperature, highest	76.0
Min. temperature, lowest	35.1

WILLIAM LINE, Sgt. Signal Corps, U. S. A.

Captain Brock, of the Kelley, and Captain Russell, of the Sumatra, have gone to Escanaba to fit out.

The following summary will show the busy scene that has prevailed in all departments of the Globe Iron Works Co. during the past winter, and will give some idea of the number of men employed:

Steamer No. 12, Cambria: Length over all 297 feet, length of keel, 280 feet 6 inches, beam (molded) 39 feet, depth (molded) 24 feet, 2650 net tons on 15½ feet; triple expansion engine 24, 38 and 61 by 42 inches; screw 12 feet diameter, 16 feet pitch; two Scotch boilers 12 feet diameter, 14 feet long.

Steamer No. 13, Charles J. Sheffield: Length over all 276 feet, length of keel 260 feet, beam (molded) 37 feet, depth (molded) 23 feet; fore and aft compound engine 27 and 50 by 36 inches; screw 10½ feet diameter, pitch 14 feet; one boiler 10½ feet diameter, 17 feet long; approximate speed, ten miles; capacity, 2,000 gross tons on 14½ feet.

Steamer No. 14, Ira H. Owen: Length over all 272 feet 6 inches, length of keel 262 feet, beam (molded) 38 feet, depth (molded) 23 feet; fore and aft compound 28 and 50 by 42 inches; screw 11 feet diameter, pitch 14½ feet; two boilers 9 feet diameter, 14 feet long; approximate speed, eleven miles; capacity, 2,100 gross tons 15½ feet.

Steamer No. 15: Length over all 308 feet, length of keel 292 feet, beam (molded) 40 feet, depth (molded) 24 feet; triple expansion engine 24, 38 and 61 by 42 inches; screw 13 feet diameter, 16 feet pitch; two Scotch boilers 14 feet diameter, 12½ feet long; approximate speed, thirteen miles; capacity, 2850 net tons on 15½ feet.

Steamer No. 16: Length over all 310 feet, length of keel 290 feet, beam (molded) 40 feet, depth (molded) 25½ feet; triple expansion engine 24, 38 and 61 by 42 inches; screw 12 feet diameter, 16 feet pitch; two Scotch boilers 14 feet diameter, 12½ feet long; approximate speed, 13½ miles; capacity, 2600 tons on 15½ feet.

Steamer No. 17: Length over all 308 feet, length of keel 292 feet, beam (molded) 40 feet, depth (molded) 24 feet; triple expansion engine 24, 38 and 61 by 42 inches; screw 13 feet diameter, 16 feet pitch; two Scotch boilers 14 feet diameter, 12½ feet long; approximate speed, thirteen miles; capacity, 2850 net tons on 15½ feet.

DETROIT.

The steamer Atlantic left last Saturday for Mackinaw and way ports. Captain Grummond thinks there is no doubt of her reaching that point.

The steambarge Argonaut was in Detroit drydock being calked, and steambarge D. F. Rose is receiving thorough overhauling at the same place.

The cargo of the propeller Alma Munro is 25,000 bushels of corn to Montreal, at 7½¢. The grain will be reshipped from there to Liverpool. The Munro will leave as soon as the ice permits.

The little schooner Mary, which went ashore at Rond Eau last fall, has been released and was towed to Windsor.

The tug Martin Swain left Detroit Thursday night for the relief of the barge Jane Ralston, which is aground on Stony Island.

The tug Dave and Mose recovered the anchor which the propeller J. H. Farwell lost in the river last fall.

Very heavy ice is now running in the St. Clair River, which threatens trouble. Reports from Lake Huron are very discouraging. The ice is still solid pretty much along the shore. Steamer Atlantic is taking on a cargo here for Mackinaw.

Steamer F. and P. M. No. 3, built at Gibraltar, is here receiving her cabin. The new ice crushing steamer for Mackinac will be built at Gibraltar, as the Detroit yards are crowded.

The Detroit seaman's union met last Friday night and fixed wages at \$2 per day. Jesse Buckley was elected president, Andy Forbes having resigned last January. All the unions excepting Detroit have joined the

knights of labor. Detroit refused to join and remains alone. When Forbes resigned the Chicago knights selected one of their number to fill the vacancy without consulting the wishes of the Detroiters. This man is expected here, but will be told to go home.

Captain Eber Ward, manager of Ward's Detroit and Lake Superior line, is at present laid up at Harrisburg, Pa., with the erysipelas. John M. Nicol, an experienced and able boat manager, will fill his position during his sickness and absence.

CHICAGO.

Special to the Marine Record.

The drydocks are being filled up day by day with vessels, for searching up and calking before starting out, and a large number have already received or are receiving new coats of paint, and are fitting out for their season's work.

Freights for lumber from Lake Michigan ports have been fixed on a basis of \$1.50 from Muskegon, and as it is reported that a very large amount of lumber will be cut the coming season, it is probable freights will rule higher. Several steambarges and schooners have already taken their departure for Muskegon to load lumber for this port.

Grain freights are firm at 5 cents on corn and 5½ cents on wheat to Buffalo and 3½ cents on corn to Georgian Bay ports.

Grain carriers need have no fears of a serious break in freights. On the contrary there is no good reason why every bushel of unchartered tonnage should not obtain 5 cents or better on corn to Buffalo. The fact that shippers are not actively bidding for carrying capacity cuts no figure. They want vessels bad enough, but they are playing for bigger stakes than a mere shading of lake freights. If carriers will look the facts square in the face they will readily see why shippers are a little backward about chartering vessels. In the first place, Chicago elevators are fairly glutted with grain. Secondly, the receipts now average nearly 1,000 car loads a day. Where is it going to be put? The unchartered capacity of all the Lake Michigan ports, including vessels that are nearly sure to go directly into the ore trade, will not aggregate 1,500,000 bushels. What shippers are playing for is a liberal rebate from the elevators for withdrawing their grain from store. Rebates were offered Saturday, but they were not big enough. When the proper figure is named, there will instantly be a demand for every available bushel of vessel room. This is the situation in a nut shell. Four charters were made public, as follows: Steamer D. Ballentine, corn to Buffalo at 5¢; propeller B. W. Blanchard, corn to Ogdensburg at 8 cents; schooner Angus Smith, wheat from South Chicago to Buffalo at 5½ cents; schooner Lake Forest, corn to Georgian Bay at 3½ cents.

The schooner Lottie Wolf, loaded with 22,000 bushels of corn, sprung a bad leak last week and it is estimated some 2,500 bushels of her cargo is wet. She is having her cargo taken out at an elevator.

At the Chicago drydock company's, the barge Sandusky, Captain Wilson, is in dock for a piece of new keel forward and recalking. The barge Lester for calking all over. The following have been in dock recently. Schooner Guiding Star for calking, steambarge Michael Groh for a general overhauling, the steambarge Ida M. Torrent for a thorough rebuild and steel arches, tug Brothers for general repairs and calking, the propeller Ohio for repairs, the steambarge Rietz, Hickox and Albert Soper for calking, the propeller Jay Gould received general repairs, the schooner Wm. Jones is getting a new foremast.

The Goodrich steamboat company's, steamer Muskegon arrived here from Manitowoc, Monday, her first trip this season. She left again Monday night, and will make regular trips between this port and Manitowoc.

The schooner E. J. McVen, has been sold

by O. S. Richardson and Captain David Baggs, to Hugh Glynn. Consideration \$7,000.

The tug line managers, at this port have agreed to fix towing rates at 80 per cent of their tariff, with a rebate to lumber vessels in class six and under, to lumber districts above Main street bridge. The new rates commenced on Monday and rates will go up as freights improve.

Captain Frank S. Butler who was in the commission business on South Water street, has again taken command of one of the V. O. T. Company's tugs.

The boiler of the tug A. G. VanSchaick of the V. O. T. line has been taken out and is at the shops of John Mohr & Son, boiler makers, it will be repaired and replaced on board next week. The tug E. P. Ferry is getting a rebuild of hull, house and boiler and will come out equipped for outside as well as inside work.

Goodenow & Hinds, Chicago lumbermen, have bought the schooner Naiad for \$9,500.

The propeller Josephine, lately acquired by Chicago parties, arrived here from Milwaukee, light.

The schooner, Magnolia, 112 tons has been sold to Henry Soheffel and Charles Peterson by John Wilson for \$1,000.

The tug line managers have decided to fix towing rates at 80 per cent of the published tariff. Last year, when rate cutting was the chief object of tug companies, a discount of 40 per cent was allowed. This year the discount will be 20 per cent. In other words, tow bills will be one third higher than last year. The new rates went into effect Monday. It is understood that the practice of sending tugs fifty or seventy-five miles down the lake for a tow will be discontinued. If such an arrangement can be carried out there will be a great saving on fuel bills. Last year one-third of the earnings of the tugs were expended in keeping boats in the lake.

Wednesday morning the schooner North Star, going up the river in tow of the tug D. L. Babcock, collided with the propeller Alaska lying just below Wells street bridge. The schooner lost her jibboom, which was a new one, and the propeller's stanchions, rail and fore-cabin sustained considerable damage.

A meeting of the Vessel-Owners' Mutual Benefit Association was held Tuesday, at the office of the association, No. 236 South Water street. O. B. Mullin was elected president; H. Michelson, vice president; Brice A. Miller, treasurer. A secretary will be appointed at once. More than 50 members have already joined the association.

A meeting of members of the Seaman's Union was held Tuesday evening, and wages were put at \$2.00 per day for the present.

At Miller Bros.' dry docks the steamer City of Traverse has received a thorough rebuild-comprising all new keelsons, new frames aft, new frames forward extending aft to the second gangway, new ceiling, two stakes of planking outside all around, new breast hooks, new main deck frames and decks, covering board, stanchions and rail, considerable new upper deck, and her cabins thoroughly overhauled and put in excellent shape, she has been re-calked all over and has received an American Ship, Windlass Co.'s windlass. The new arches placed in her by Donaldson Bros.' shipsmiths, are of steel, the top plates 12x½ inch, side plates 16x½ inch with extra butts, and are a new feature in ship building in Chicago and will bear inspection and comparison with any arches put on at other ports. Her machinery and boilers have had a thorough overhauling and re-airing by Robert Tarrant, who has also supplied her with a new hoisting pony engine. Her saloon cabin and state rooms will be re-furnished and re-decorated, and she will come out good as new.

The schooner C. A. King is in dock for new covering board, stanchions, stringers and rail, some new ceiling and calking. The steamer Lawrence was in to have her bottom examined, the tug Pearl to have her stern bearing fixed, the steambarge Robert Holland, schooners C. C. Trowbridge, I. M. Forrest and Jack Thompson were in for calking.

WILLIAMS.

(Continued on 4th page.)

MARITIME LAW.

COLLISION—STEAMER AND FERRY BOAT—
CROSSING AND FOLLOWING VESSEL DIS-
TINGUISHED—FAILURE TO SIGNAL.District Court, D. Massachusetts. December
28, 1886.

Nelson, J. These cases were cross libels for a collision between the British steamship Venetian, of the Leyland line, and the steam ferryboat Revere, owned by the city of Boston, and employed on the East Boston ferry, of which the city is the proprietor. The Venetian arrived in Boston on the morning of March 25, 1886, from Liverpool. At half past 6 a. m. she was proceeding up the channel, between Boston and East Boston, in charge of a pilot, on the way to her dock in Charlestown. Her course lay on the starboard or East Boston side of the channel. Her speed through the water, against an ebb tide, was then about four knots. When abreast of the elevator dock, which is the third dock below the ferry slip, on the East Boston side, her engines were stopped, and, by the time she was opposite the ferry slip, she was moving slowly, though her motion ahead had not entirely ceased. Another ferry boat had just before crossed her bow, coming from the Boston side. A ship also lay at anchor in the channel within a hundred feet of her, on her port bow. While she was in this position, just opposite the East Boston ferry slip, the Revere started out of the slip on a trip across the channel to Boston, headed down stream, with her bow pointing astern of the Venetian. As soon as she was clear of the slip, her wheel was put hard a port, a full head of steam was let on, and she proceeded at full speed up stream, in a circling course, directly across the bows of the Venetian. The instant those in charge of the Venetian saw what she was about, the engines were reversed full speed. The Revere also, when within a few feet of the Venetian, reversed. This was done, however, too late to prevent the accident. The forward port guard of the Revere struck the Venetian on the starboard bow, and in the collision the guard and upper works of the former were torn away, and the iron plates of the latter's hull broken in. The weather was clear and still. The Venetian could not have been more than 500 feet from the ferry slip when the collision occurred, and was probably nearer. Neither vessel sounded any whistle, except that the Revere gave her starting whistle.

Upon these facts, which are abundantly proved by the evidence, the culpability of the Revere is too obvious to require comment. She ran into the Venetian without the slightest necessity or excuse, when the latter was in a position where she had a right to be, and could do nothing to get out of the way. The master of the Revere states that when he started out, the Venetian was opposite the elevator dock, 900 feet below the slip, and seemed to be stopped; that as he proceeded he saw that she was moving slowly, but supposed that he had sufficient room to pass her; and that she suddenly increased her speed, and ran across his bows. Other witnesses called by the Revere gave the same account of the accident. That they are mistaken is shown by all the probabilities of the case. The point off the elevator dock, where the master of the Revere says he saw the Venetian apparently stopped, was at least 1,000 feet below the place of collision. The tide was about half ebb. The Venetian was a screw steamship of 2,733 tons register, 435 feet long, and loaded with cargo. It is incredible that such a ship, in the situation described by this witness, could have increased her speed so as to pass over a space of 1,000 feet, against the tide, while the light side wheel ferry boat, quickly started and of high speed, under full steam, was going a distance of 500 feet across the tide. The extreme unlikelihood of this theory tends strongly to confirm the testimony of the master and pilot of the Venetian, and of others on board, who all agree that the steamship was going slowly past the ferry slip as the Revere came out.

The theory of the ferry boat's defense is that she was a crossing vessel, and, being on the starboard side of the Venetian, had the right of way. Supposing this to be so, it would not afford an excuse for her not sooner stopping and reversing, though it would condemn the Venetian also. But the fact seems to be wholly different. The Revere was not a crossing vessel, but a following one, when the situation first opened. The Venetian was not bound to foresee that the Revere was about to change the situation in violation of the sailing rules. She did see all that her position rendered it possible for her to do in reversing her engines. For the same reason the complaint of the Revere that the Venetian gave no signal is

not well grounded. There was no occasion for a signal from the Venetian, the Revere having made the collision inevitable by her own misconduct. The Revere must be held solely responsible.

The libel of the city of Boston will be dismissed, with costs; and, in that of the owner of the Venetian, an interlocutory decree will be entered for the libellant. Ordered accordingly.

SALVAGE—SPECIFIC SUM AGREED UPON—DIS-
PUTE AS TO AMOUNT.District Court, E. D. New York. July 23,
1886.

Benedict, J. The clear weight of evidence is to the effect that the master of the Swiftsure agreed with the master of the libellant's tug that a salvage compensation of \$4,000 should be paid for the services of the tug in relieving the steamer. The only question open to discussion is whether the price so agreed on was unreasonable. Upon the evidence, and taking into consideration the value of the steamer and her condition, I am not prepared to say that \$4,000 is a sum so out of proportion to the benefit received as to require the court to set aside a contract deliberately made to pay that sum. The libellant may therefore have a decree for \$4,000.

I give no costs, because I consider the sum awarded a very liberal salvage compensation for the work and labor that the libellant's tug was called on to perform. A distribution of the salvage will be made on application of the parties interested.

HISTORY OF LAKE NAVIGATION.

Written for the Marine Record.

CHAPTER XCI.

The abundant and profitable freights that prevailed during the season of 1871 on the lakes had a tendency to stimulate shipbuilding in 1872, and many large fine vessels went into commission, and there was general activity in shipping circles early in March. The Straits opened April 2, and the first arrival at Buffalo was on April 1.

The first disaster of the season was the stranding of the schooner North Star, March 30, three miles north of Racine harbor. She was caught in a violent snow storm while bound from Chicago to Pentwater with a cargo of hay and other supplies. She was released by tug and lighter from Milwaukee.

The Union Steamboat Co.'s line was composed of the following propellers: St. Louis, Edward Kelly, master; Arctic, J. E. Turner, master; Pacific, M. H. Murch, master; Atlantic, F. S. Miller, master; Meteor, Thomas Wilson, master, comprising the Lake Superior line. B. W. Blanchard, F. H. Brown, master; Colorado, J. H. Langley, master; Java (new iron), J. W. Brett, master; James Fisk, Jr., J. W. Moore, master; Roanoke, C. Reilly, master; Cuba, (new iron), A. Gebhart, master; Jay Gould, W. A. Smith, master; Nebraska, Thomas Howland, master; Scalla (new iron), J. T. Palmer, master; Wm. M. Tweed, John Kirby, master; Toledo, Sam Shannon, master; Russia, (new iron), F. H. Austin, master, comprising the Buffalo, Milwaukee and Chicago line. New York, Wm. Cummings, master; Olean, W. Robinson, master; Elmira, W. D. Douglass, master; Araxes, Geo. Bowie, master, comprising the Buffalo, Cleveland and Toledo line. Passaic, F. L. Pope, master; Canisteo, Wm. Thorne, master; Tioga, G. W. Stoddard, master, comprising the Buffalo and Detroit line.

The Atlantic, Pacific and Duluth line was composed of the following boats: Steamer Keweenaw, A. Stewart, master; propeller India, Ben Wilkins, master; propeller China, G. B. Dickson, master; propeller Japan, A. McDougall, master; propeller St. Paul, A. McIntyre, master; propeller Winslow, Charles McCrea, master.

The schooner Speed ran on some piles in Kenosha harbor on the 20th of April, stoving a large hole in her bottom, causing her to sink. She was owned by a Mr. Johnson, and valued at \$4,000.

Coal freights ruled early in the season at \$1.00 to Chicago and Milwaukee, 60c to Detroit, 65c to Port Huron, and \$1.80 gold to Toronto. Sailors' wages were \$2.00 per day.

Captain J. L. Wolverton died suddenly. He was a well known and prominent shipbuilder for E. B. Ward at Marine City, and St. Clair, Mich.

Samuel Krumm, deck hand on the barge S. Gardner, fell overboard and was drowned. A sailor named Thomas Sexton fell from schooner Jennie and Annie, Captain Prince, May 6, on Lake Erie, and was drowned.

The schooner Wm. Young, Captain Chas. Pratt, went ashore on a reef near the Dummy and sunk. She was pumped out and got off.

The barge Ocean sunk while on the way to Tonawanda with a cargo of lumber, being cut through by ice near Point Abino. The Ocean was at one time one of the finest of

our lake boats, and was in her 21st year. For several years she plied in connection with Ward's Lake Superior line. She was 105 tons burden, and was owned by Fletcher & Co.

The steam tug Compound of Buffalo exploded her boiler on the 10th day of May while engaged in towing. By this disaster the cook of the tug was severely injured and died a few days after. The damage amounted to \$8,000.

On the 14th of May the tug boat H. P. Smith was totally destroyed by fire on Saginaw River, while towing a raft. No lives lost. Value of tug, \$4,000.

On the 24th day of May, the propeller Manistee, on her passage from Pentwater to Milwaukee, wind southwest, weather thick, ran down the schooner Samuel Robinson, bound for Buffalo with a full cargo of corn. It appears that the schooner sounded one blast of her fog horn, denoting that she was on the starboard tack; the propeller answered accordingly. The vessel made a mistake in sounding one blast, for she was really running at large, and should have sounded three blasts. As soon as the propeller saw the vessel her engines were stopped and backed, but too late to avoid a collision. The crew had barely time to lower the yawl when the ill fated vessel went down. They were picked up by the Manistee and taken to Chicago. The Manistee had her stem twisted but was not much damaged otherwise. The Robinson was owned by Captain Finnegan, who was in command, and Mr. Roach of Chicago. She was 16 years old and valued at \$15,000; insured for \$10,000. Her cargo consisted of 16,000 bushels wheat consigned to Kingston parties.

The Oswego Times says a report was current on the street that orders had been received at the engineers' office to remove that obstruction generally known as the east breakwater. Upon inquiry at the U. S. engineers office we find that the report originated in the fact, that a number of well known vessel captains had been interviewed as to their ideas of this wonderful structure. If the captains who run into this port, American and Canadian, could have their say, there would not be any time wasted on the subject. As far as we know they regard it as a useless and dangerous obstruction and ascribe to it a large proportion of the disasters which have occurred off this port of late years, so much so that they have talked of dynamite as a means for its removal. Feeling as they do upon the subject any opinion they may give will be in favor of its removal. Although orders are not yet issued, there is little doubt that such orders will be given very soon. There remains in the hands of the engineer department a large part of the unexpended balance allowed for work on the piers. This amount will be expended this year in various ways. Plans and specifications are now being drawn up for the repair of 860 feet of the west pier and perhaps other work will be done notwithstanding the river and harbor bill failed of passage. Should the east breakwater be removed sailor men on both sides of the lake will hold a season of rejoicing because one of the blocks to safe navigation will be removed.

The new steamship, John Plankinton, on the stocks at Wolf & Davidson's shipyard, is named after one of Milwaukee's business men. The new vessel is to be the largest ever built at a Lake Michigan port. She will compare favorably with the largest wooden steamships afloat on the lakes. An idea can be had from the fact that she is 306 feet long and is expected to carry 2,800 tons of coal or 100,000 bushels of corn and will cost \$150,000. She is to have a triple expansion engine, the first of the kind ever put into a vessel at Milwaukee, and only two of which are as yet in use on the lakes and is being built by S. F. Hodge & Company, of Detroit. The engine is 20 and 32 and 54 by 42 inches stroke. Two Scotch boilers 11½ feet long and 12 feet in diameter, to carry 150 pounds of steam. She is to have steam steering gear, windlass and capstan, and hoisting pony engine on deck, having in all eight engines besides her big engine. Her wheel will be 13 feet.

LITERARY NOTICES.

A beautiful etching of Oliver Wendell Holmes ornaments the April number of the Atlantic Monthly. The story of a diplomatic mission to the South, undertaken with the tacit consent of Abraham Lincoln, is told by Edmund Kirke, and in it he recounts, for the first time, the terms of peace which Lincoln was willing to offer to the South. Mr. Whittier has a poem entitled "On the Big Horn," founded on the incident of the application of one of the Indians, who killed General Custer, for entrance to General Armstrong's Indian School at Hampton, Va. Other noticeable features are an amusing negro story, "Lazarus Martin, de Cullud Lieyer," by W. W. Archer; and last, but not least, Dr. Oliver Wendell Holmes's second installment of "Our Hundred Days in Europe." Mrs. Oliphant's and Mr. Aldrich's serial and F. Marion Crawford's "Paul Patoff" are as interesting as ever, and there are some other excellent articles and good poetry. Houghton, Mifflin & Co., Boston.

"DON'T YOU WORRY."

HOW SHREWD BUSINESS MEN HAVE SOLVED
A GREAT PROBLEM.

"Is there a fatality among our prominent men?" is a question that we often ask. It is a question that perplexes our leading medical men, and they are at a loss to know how to answer it.

We sometimes think that if the physicians would give part of the energy to the consideration of this question that they give to combating other schools of practice, it might be satisfactorily answered.

The fights of "isms" reminds us often of the quarrels of old Indian tribes, that were only happy when they were annihilating each other.

If Allopathy makes a discovery that promises good to the race, Homoeopathy derides it and breaks down its influence. If Homoeopathy makes a discovery that promises to be a boon to the race, Allopathy attacks it.

It is absurd that these schools should fancy that all of good is in their methods and none in any other.

Fortunately for the people, the merit which these "isms" will not recognize, is recognized by the public, and this public recognition, taking the form of a demand upon the medical profession, eventually compels it to recognize it.

Is it possible that the question has been answered by shrewd business men? A prominent man once said to an inquirer, who asked him how he got rich, "I got rich because I did things while other people were thinking about doing them." It seems to us that the public have recognized what this fatality is, and how it can be met, while the medical profession have been wrangling about it.

By a careful examination of insurance reports we find that there has been a sharp reform with reference to examinations, and that no man can now get any amount of insurance who has the least development of kidney disorder, because they find that sixty out of every hundred in this country do, either directly or indirectly, suffer from kidney disease. Hence, no reliable company will insure a man except after a rigid urinary examination.

This reminds us of a little instance which occurred a short time ago. A fellow editor was an applicant for a respectable amount of insurance. He was rejected on examination, because, unknown to himself, his kidneys were diseased. The shrewd agent, however, did not give up the case. He had an eye to business and to his commission, and said: "Don't you worry; you get a half dozen bottles of Warner's safe cure—all dealers keep it—take it according to directions and in about a month come around, and we will have another examination. I know you will find yourself all right and will get your policy."

The editor expressed surprise at the agent's faith, but the latter replied: "This point is a valuable one. Very many insurance agents all over the country, when they find a customer rejected for this cause, give similar advice, and eventually he gets the insurance."

What are we to infer from such circumstances? Have shrewd insurance men, as well as other shrewd business men, found the secret answer to the inquiry? Is it possible that our columns have been proclaiming, in the form of advertisements, what has proved a blessing in disguise to millions, and yet by many ignored as an advertisement?

In our files we find thousands of strong testimonials for Warner's safe cure, no two alike, which could not exist except upon a basis of truth: indeed, they are published under a guarantee of \$5,000 to any one who will disprove their correctness, and this offer has been standing, we are told, for more than four years.

Undoubtedly this article, which is simply dealing out justice, will be considered as an advertisement and be rejected by many as such.

We have not space nor time to discuss the proposition that a poor thing could not succeed to the extent that this great remedy has succeeded, could not become so popular without merit even if published by a Vanderbilt or an Astor.

Hence we take the liberty of telling our friends that it is a duty that they owe to themselves to investigate the matter and reflect carefully, for the statements published are subject to the refutation of the entire world. None have refuted them; on the contrary, hundreds of thousands have believed them and proved them true, and in believing have found the highest measure of satisfaction, that which money cannot buy, and money cannot take away.

The trade and navigation returns, just published, show that something must be done to revive and encourage the shipbuilding interest in the Dominion or it will go to pieces. Not long ago this business gave employment to a large number of hands at all the ports, but the reports for 1886 show that last year the aggregate tonnage of vessels built in the Dominion was only 37,531, compared with 57,486 in 1885, 70,287 in 1884, and 188,098 ten years ago. The decline is general in every province. The returns also show that the tonnage of shipping registered in the Dominion last year was only 40,872, compared with 65,962 in 1885, 80,822 in 1884, and 204,002 ten years ago. While the returns of shipping built and registered show a marked decline, the tonnage of vessels entered inwards and outwards at Canadian ports has but slightly fallen off, thus indicating beyond question that the carrying trade of the Dominion is passing into the hands of foreign vessels.

A decision in the case of the foreign-built yacht Countess, formerly called Countess of Dufferin, has been received from Washington. It will be remembered that the vessel was reported by Captain Baker, of the United States revenue cutter Andrew Johnson, as having become subject to penalties, the ownership and name of the boat having been changed since her first arrival at Chicago. Another charge against her was that she had been navigated without a hailing port appearing, as prescribed by law. The decision is to the effect that, in the opinion of the commission, no penalties have been incurred by reason of the latter omission. The craft is now owned by a citizen of the United States, but if found trading will be subject to alien tonnage dues.

Steam life boats are now proposed for use on dangerous coasts.

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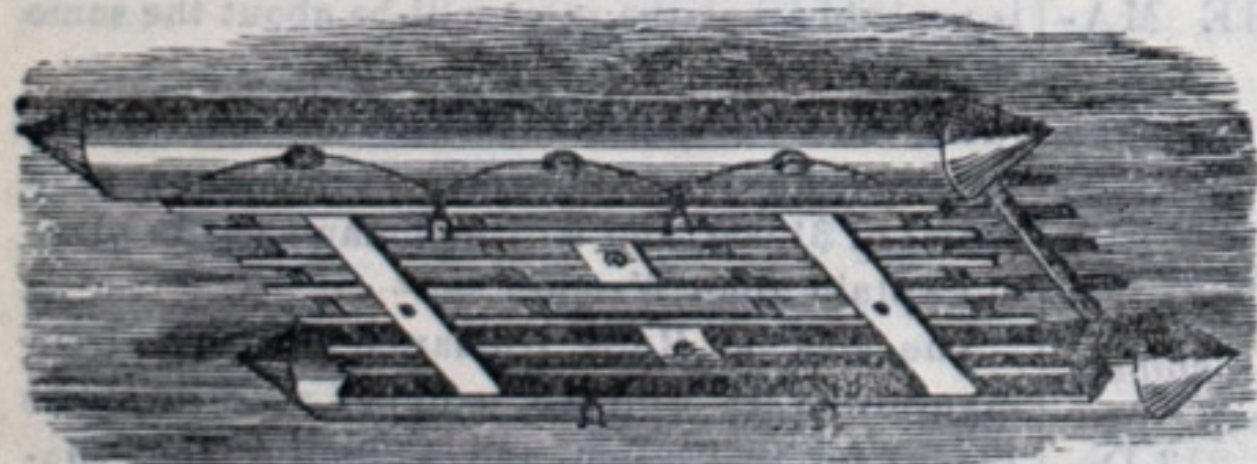
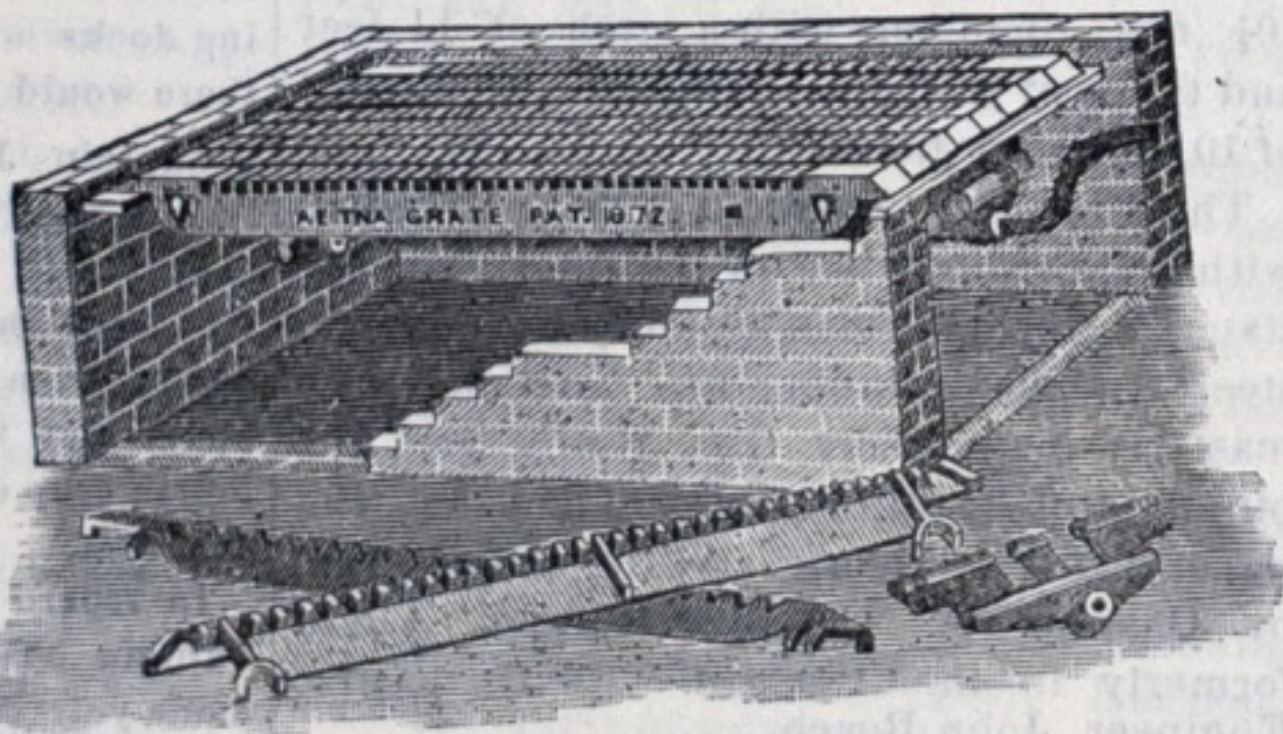
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utes slower than Cleveland time proper.

Eastward.	Arrive	Depart.
No 4, Fast Limited Express.....	2 55 A M	3 05 A M
No 8, N. Y. B. & A. Express.....	2 25 A M	3 55 A M
No 26, Elyria Accommodation.....	7 45 A M	10 30 A M
No 24, Buffalo Ac'm via Sandusky	10 30 A M	10 45 A M
No 24, Toledo Accom via Norwalk	10 30 A M	10 45 A M
No. 10, New York "Flyer".....		12 noon
No 12, N. Y. & B. Fast Express.....	2 10 P M	2 45 P M
No 2, Night Ex via Norwalk.....	9 40 P M	10 00 P M
No 22, Night Ex via Sandusky.....	9 40 P M	
No 26, Conneaut Accommodation	14 25 P M	
Westward.	Arrive	Depart.
No 1, Fast Limited Express.....	12 15 A M	12 25 A M
No. 23, Cleveland Express.....	2 15 A M	
No 8, Chicago Express via " "	5 20 A M	6 35 A M
No 25, Mich Accom Norwalk.....		16 30 A M
No 21, Toledo Ex via Norwalk.....	12 50 P M	13 20 P M
No 5, St Louis Ex via Sandusky.....	10 45 A M	10 40 P M
No 9, Chi Pac Ex via Norwalk.....	6 15 P M	6 40 P M
No 31, Elyria ac to Elyria only.....		14 30 P M
No 27, Conneaut Accommodation	18 10 A M	

Sunday train for Nottingham-Depart 8:15 a. m.
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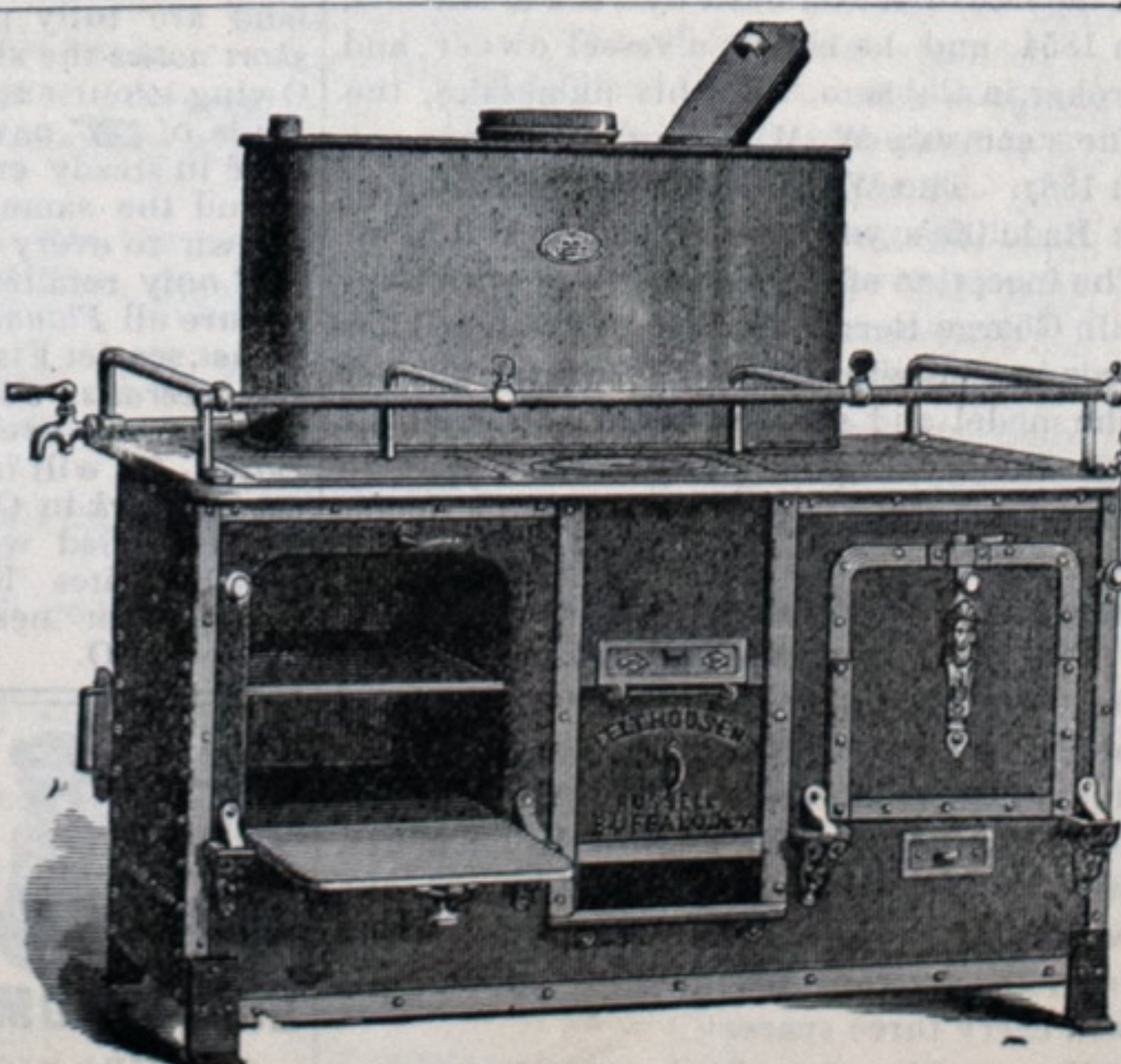
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Marine Record.

Published Every Thursday at 144 Superior Street, (Leader Building) Cleveland, O.

A. A. POMEROY, EDITOR AND PROP'R

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Subscribers and others are respectfully invited to use the columns of the MARINE RECORD for the discussion of pertinent topics.

Entered at the Post Office at Cleveland as second-class mail matter.

CLEVELAND, O., THURSDAY, APRIL 14.

THE INSURANCE TARIFF.

The marine underwriters, representing the hull pool, met in Buffalo on the 7th inst. and agreed upon the premiums at which vessels were to be insured during the season. The companies represented were the Phoenix, Western, Louisville Underwriters, Union Marine, Exchange, Aetna, Greenwich, St. Paul Fire and Marine, Mercantile of Cleveland, Detroit Fire and Marine, and the Boston Marine. The latter is a new candidate for lake business. The tariff and rules are much the same as those of last season, although an advance is noted on A1 steamers of high valuation of $\frac{1}{4}$ of 1 per cent, while an advance of 1 per cent has been laid on vessels of low valuation, \$10,000 or under, bringing the premium up to 12 per cent, the classification of Inland Lloyds 1886 Register to govern as to class and value. This increase in the low value vessels has been made on account of the theory that the losses of the pool during late years have been on the small class of vessels. It is needless to say that the rate will be found prohibitory, that many owners of that class of vessels will prefer to take their own risk than to pay the tariff. It may be held that the low-value vessels are usually of light draft and that much loss occurs to underwriters by the stranding of deep draft vessels on bars or the entrance to harbors, where the little ones would pass clear. The tariff on class and value is as follows:

Particular average	Under 10,000	10,000 under 15,000	15,000 under 25,000	25,000 under 50,000	50,000 under 75,000	75,000 under 100,000	100,000 or over
Under 10,000	8 9 10 11 12	6 7 8 9 10 11	6 7 8 9 10 11	5 6 7 8 9 10	5 6 7 8 9 10	5 6 7 8 9 10	5 6 7 8 9 10
10,000 under 15,000	8 9 10 11 12	6 7 8 9 10 11	6 7 8 9 10 11	5 6 7 8 9 10	5 6 7 8 9 10	5 6 7 8 9 10	5 6 7 8 9 10
15,000 under 25,000	8 9 10 11 12	6 7 8 9 10 11	6 7 8 9 10 11	5 6 7 8 9 10	5 6 7 8 9 10	5 6 7 8 9 10	5 6 7 8 9 10
25,000 under 50,000	8 9 10 11 12	6 7 8 9 10 11	6 7 8 9 10 11	5 6 7 8 9 10	5 6 7 8 9 10	5 6 7 8 9 10	5 6 7 8 9 10
50,000 under 75,000	8 9 10 11 12	6 7 8 9 10 11	6 7 8 9 10 11	5 6 7 8 9 10	5 6 7 8 9 10	5 6 7 8 9 10	5 6 7 8 9 10
75,000 under 100,000	8 9 10 11 12	6 7 8 9 10 11	6 7 8 9 10 11	5 6 7 8 9 10	5 6 7 8 9 10	5 6 7 8 9 10	5 6 7 8 9 10
100,000 or over	8 9 10 11 12	6 7 8 9 10 11	6 7 8 9 10 11	5 6 7 8 9 10	5 6 7 8 9 10	5 6 7 8 9 10	5 6 7 8 9 10

The limit of insurance on the risks represented in the above table is 9-10ths on a vessel valued at \$100,000 or over, 8-9ths on one valued \$75,000 and under, \$100,000, $\frac{7}{8}$ ths

on \$50,000 and under \$75,000, 6 7ths on \$25,000 and under \$50,000, 5 6ths on \$15,000 and under \$25,000, 4 5ths on \$10,000 and under \$15,000, $\frac{3}{4}$ ths on anything valued under \$10,000, and $\frac{2}{3}$ ths under \$5,000. From the table it will be necessary to deduct 1 per cent from harbor tugs, with lake privileges, to the extent of twenty miles, and for wrecking privileges add 1 per cent. When full wrecking privileges are not desired policies may be indorsed, "permitted to wreck for $\frac{1}{4}$ th per cent additional for each service rendered to October 1st, and thereafter at $\frac{1}{2}$ per cent for each service." In taking out yearly policies $\frac{1}{2}$ per cent should be added to the rates shown in the table. For agreement to make loss or damage by fire, to be settled under conditions of ordinary fire policies add 50 cents for the season, with the usual deductions for the months expired, the same as you would deduct 10 per cent from the season limit from the 1st of April.

The rates, quoted in the table, will be strictly followed, and it does not matter whether Lloyds' Register rates a vessel A1, A2, or B2 if she is small and will not reach a valuation over \$5,000, the prohibitory rule will be enforced. While we believe that every corporation engaged in the vessel insurance business must work on business principles and expunge from their list dangerous risks, the same as some of the life insurance companies do, we deprecate the policy of making a high class small vessel pay the same premium that a low class large vessel is obliged to pay. Life insurance has in these days become a science. The same distinction should be made as regards age in both. And we may say in all honesty that the old vessel is rated low by reason of age in the same ratio that obtains in life insurance companies; that is, at the end of each decade a new or revised premium is added to that paid during the previous decade.

JUDGE DEADY, in the United States Circuit Court, has rendered an important decision as to the scope of the interstate commerce act, which virtually nullifies the long and short-haul clause so far as it effects roads competing with water routes. The judge rules that the interstate commerce act does not apply to all carriers engaged in interstate commerce, but only such as use railway or railway and water craft under common control for continuous carriage or shipment of property from one state to another. The case in point was that of the Oregon and California road, and the judge rules that as its carriage of certain goods is performed wholly within the State of Oregon, it is, therefore, specially exempted by the terms of the act from the operation of the law.

Thomas Lindsey died suddenly Monday morning. He was a most estimable young man and his untimely death will be deplored by every one who knew him. He had a good war record and was a member of Memorial Post. He enlisted in the army when 19 years old and received a lieutenant's commission. He was soon transferred to the navy and spent two years on the steamer Lackawanna, the flagship of the blockading squadron off Galveston harbor. He was a brother-in-law of Robert Wallace and for some years a bookkeeper with the Globe Iron Works.

THE secretary of the Lake Carrier's Association received a prompt reply from Judge Cooley, chairman of the inter-state commerce commission, to the effect that the question of allowing rail rates to make exceptional rates to meet water competition would not be finally decided without opportunity for a full hearing. The Lake Carrier's Association is in communication with some of the southern river lines on the subject.

MESSRS. JAMES MILLEN, of Detroit, Thomas Wilson of Cleveland, and S. D. Caldwell of Buffalo, are the persons chosen under the Lake Carrier's Association rules to arbitrate the Lycoming-Jewett salvage claim, between the Anchor line and the Union Steamboat Co.

THE STEAMSHIP W. M. EAGAN.

Captain W. M. Eagan came out as master of the Ocean Wave, built by Peck & Masters, in 1854, and he is now a vessel owner and broker in Chicago. But his namesake, the fine steamship W. M. Eagan, will come out in 1887. The W. M. Eagan will be launched at Radcliffe's yard on Saturday at 3 p. m. The inception of this steamer was with Captain George Berriman, who has watched her progress closely during the winter but her fine model and staunch build attracted the attention of Captain Eagan on a visit to Cleveland early in the spring and a dicker was made by which he and Fitzgerald and others became the purchasers for \$125,000.

This new steamer is 268 feet over all, 250 feet keel, 39 feet beam and 21 feet depth of hold, with a capacity of 2100 tons. She has double decks 11 feet in the lower hold and 10 in the upper, and an iron boiler house, steel arches, 16 by 1 inch, inside and out with steel cord. Her extra floors extend from the forward to the after cants. She will carry three spars.

Her machinery, fore and aft compound, was

built by the King Iron Works, H. G. Trout & Company, Buffalo. The cylinders are 28 by 45 and 52 by 45, duplicate of the George T. Hope's machinery, and expected to develop 560 horse power. The boilers were built by the Lake Erie Boiler Works, Hammond & Coon, Buffalo, and are 16 by 9 feet of $\frac{3}{4}$ Otis steel. Her 12 feet wheel was made by Trout of Buffalo.

The rigging outfit will be furnished by Grover & Sons; the iron work has been done by Ward & Jackson, ship-mit-h; the plumbing and fitting by Fred Saul's Son, steam fitting by John Thomson. Messrs. Bassett & Presley, iron merchants have supplied all the iron entering into her construction. She has a pony engine on deck for hoisting cargo, making sail and working pumps; and steam windlass and steam steering gear.

The W. M. Eagan has been pronounced by experts to be the finest model and as well finished and staunch as has ever been launched at Radcliffe's yard, and the equal of anything ever turned loose on the lakes. She will go in the grain trade.

Captain Fred LaSalle, an experienced sailor and a genial gentleman, who was in command of the Lehigh liner Tacoma four years, has been appointed master.

Chief engineer, Mr. George Wise.

Assistant engineer, Mr. F. Gilbert.

Mate, Mr. Lou Powell.

STEAMER CHARLES J. SHEFFIELD.

This fine steel steamship will be launched on Tuesday, the 19th. She is one of the best products of the Globe Iron Works Company and built for Messrs. H. H. Brown and Peck of Detroit, at a cost of about \$160,000. She will go in the iron ore trade. The Charles J. Sheffield is 260 feet keel 276 feet over all, 37 feet beam and 23 feet depth of hold and will carry 2,000 tons on 14 $\frac{1}{2}$ feet draft. She has a water bottom 3 feet 4 inches, divided into six compartments, three on each side, three freight holds and five bulkheads, a collision bulkhead forward and one aft at the stuffing box. A new feature in her deck plan is the insertion of seven hatches all 8 feet wide and 24 feet centers; a 6 feet long by 4 feet wide iron portable hatch enters at the spar deck, outside of the boiler house, and runs on an incline, in such a manner that it will load ore on the center of the steamer under the boiler, thereby saving much trimming. An iron deck 6 feet wide runs entirely around the hatches, a new feature, and one that will be thought well of. The steel which enters into her construction was made by the Otis steel company, of this city and the angles by the Cleveland rolling mill company; the stern and stem frames and all the heavy forgings by the Cleveland city forge. It will then be seen that she is in every respect a Cleveland built steamer. Her boiler house is of iron.

Her machinery is fore and aft compound, 27 and 50 by 36 inch, and one boiler 10 $\frac{1}{2}$ feet diameter by 17 feet long. Her screw is 10 $\frac{1}{2}$ feet diameter with a pitch of 14 feet and the boat is expected to develop a speed of 10 miles per hour.

The Charles J. Sheffield will be provided with a Providence steam windlass and capstan and steam capstan aft and a Globe steam steerer. The plumbing has been done in a masterly manner by Geo. Saul's Son, the piping and fitting by John Thomson, the joiner work by Denny and the small boats by Champness. Captain Christ. Allen, formerly in the Hackett will be master. Engineer, John Roach.

SELDOM FOUND AMONG THE MARINE NEWS.

That captains often are at sea, when they east think of it. Vessel owners and captains are in search every spring for a reliable firm of whom they can procure equipments for their bedding as: Sheets, Pillowcases, Tablelinens, Napkins, Blankets, Comfortables, Towels etc. and we, Kohn & Company, proprietors of Boston dry goods store, 213 Detroit street, near corner Pearl street, Cleveland are fully prepared to furnish at short notice the above named articles. Owing to our extensive manufacturing of all kinds of navy blue Flannel Shirts we have in steady employment seamstresses to attend the same promptly. Let it be known to every mariner, that we are the only retailers in this city, who manufacture all Flannel Shirts single and double breast, scarlet Flannel Undershirts and Drawers, Overalls, Jean Pants, we keep in stock and are sold over our counters. Our new cutter will take measures for first class custom work in Cassimere Suits etc., and all above named working men's garments to which invites Kohn & Company, 213 Detroit, street near corner of Pearl street, Cleveland O.

Marine Glasses
AND
Barymeters!
Spring Import just received at
L. H. SOLOMONSON'S, Optician,
252 SUPERIOR-ST., CLEVELAND, O.

[Around the Lakes Continued from 1st Page.]

BAY CITY.

Special to Marine Record

At the Bay City Dry Dock Co's., a large amount of work has been done during the winter. The schooner Thomas P. Sheldon was in dock for some new keel, new plank on bottom, new shoe and rudder, repairs to her quarter, refasting and recalking. The barge Oneonta was in dock and received new beams, stanchions, plank-sheer, stringers, rail, deck, cabin, fore-castle, cathead, timberheads, windlass and recalking. The steam barge Glasgow was in dock for new frames forward, new main keelson 16x18, two assistant keelsons 14x14, rider keelson 14x16, new floors, new hog post and recalking all over. The barge Warner was in dock for new main keelson 16x18, new strongback under beams, part new stanchions, plank-sheer and rail, new monkey rail forward, new windlass and recalking. The steamer Dove will go into dry dock for new frames, keelsons and a general overhauling and recalking. The barge Wyandotte, steam barge Burlington, barges Amaranth, Davis, Leader, Wyoming and A. Wright and propeller Lucille will go into dock for necessary repairs and recalking. After the spring work is through with the barge Ferguson will receive a thorough rebuild. The company intend this summer to enlarge their dock and make it 300 feet long. William G. Witthauer, son of the late B. Witthauer, is secretary of the company, and Edward Trahan, who has been in the employ of the company many years, is foreman.

WILLIAMS.

MACKINAW CITY.

Special to the Marine Record.

The most unrecalled warm weather ever known at this time of the year, prevailed from Saturday until Sunday night. The mercury stood at from 60 to 70 degrees above and a heavy southwest wind blew, which rotted the ice very fast. The snow and slush that was on top of the ice, melted and run through and the ice was honeycombed very fast. In places it has honeycombed down to a depth of eight inches, while in others it is as solid as ever. If such weather had held ten days it would have opened the straits, but unfortunately the wind went to the northwest Sunday night and the weather grew cooler. Today, the 11th, the wind is fresh from the east with cold rain at intervals. Mercury two deg. below freezing.

STIMPSON.

MILWAUKEE.

Between 5 and 6 o'clock Saturday morning a boiler in the shipyard of Wolf & Davidson, on the south side, exploded with terrific force, rattling all the window glass in the city, and causing many people to jump from their beds in the belief that an earthquake was in progress. The boiler was one of two large ones used for pumping out the drydock at the shipyard; the other boiler, the boiler house and adjacent buildings were ruined. A piece of one boiler weighing about 700 pounds was thrown about 400 feet. The loss to Wolf & Davidson is estimated at \$10,000. No person was injured. The night watchman, who attended to the boilers, was within about sixty feet of the boilers when the explosion took place. His dog was thrown nearly a hundred feet. Had the accident occurred two hours later the yards and surrounding docks would have been full of men, and there would have been great loss of life.

Captain John V. Tuttle, who has returned from a trip to Escanaba and Menominee, said that it will be May 1 before the ice in Green Bay will be broken up. Stages are driven across from Menominee to Sturgeon Bay regularly, and in one place they are cutting the fourth crop of ice, which is fourteen inches thick, and firm.

In regard to insurance rates on lake vessels, Captain Tuttle said that none had been made yet, but that contracts are being made to insure vessels at the rates to be established. It is probable that the rates will be about the same as last year.

Captain Theodore Saveland has secured the schooner John C. Bauer for the season at a rental of \$1,000, and will command her in place of Captain John Wright.

The steamer Rube Richards, on route from Manitowoc to Chicago, stopped at Milwaukee Friday for inspection, and to pick up her consort, the May Richards.

OGDENSBURG.

The News says: The steamer Ontario, is to make tri-weekly trips between Charlotte and Alexandria Bay this season, touching at Oswego and other ports. She will be provided with staterooms, and put in first class shape to take care of the large business which she will undoubtedly have. The Ontario will be in command of Captain W. H. Hudson, of Clayton, who, as a steamboat man, has had long experience with the old N. T. company and river steamers. This line will supply a long-felt want, both as to passengers and freight and will without doubt, meet with a warm greeting from the people.

Captain Andrew Miller will again command the steamer John Thorn, and have John A. Udell, of Albany, as engineer. It is said the Thorn's name will be changed.

MANISTEE.

The Canfield Wrecking Company, has contracted to release the schooner Arundel from the beach a few miles south of that port as soon as the ice will permit.

MANITOWOC.

Special to the Marine Record.

The ice in the river has broken up and navigation fairly commenced. The propeller Menominee, of the Goodrich line, was the first to leave port, last Sunday night, to run for the present from Milwaukee to Manitowoc and Ludington, in place of the City of Ludington, which has been stopped for overhauling and painting, having been running all winter. The steamer Muskegon, of the same line, left on her first trip April 10, on the west shore, to relieve the propeller Depere, which has been running all winter. The Depere is to be thoroughly overhauled and painted.

Henry Norton, of Manitowoc, has sold the schooner Graham Brothers to Anton Johnson, of the same place, for \$1,500.

The first sail vessel to leave port was the James Hall, for Milwaukee, followed by the Imperial for the same port. The first sail vessel to arrive, light, from Chicago was the old schooner Cuyahoga, followed by the Burt Barnes, light, from Milwaukee, and the James Hall the first round trip. The steambarge Rube Richards left for Milwaukee, light, Friday morning.

The schooner Nellie Redington, now in drydock here, will be out in a few days, having had new stern post, bilge keelsons, bottom recaulked, etc. The schooner Ishpeming is to be docked next for general repairs. The work on the propeller St. Joseph is going on again, and she is pretty well closed up now.

With two or three exceptions all the fleet that wintered here are ready to move. The steamers, of the Goodrich line, are all about ready. The steamer Sheboygan has had a new engine put in and is now in A1 condition, having been thoroughly and carefully overhauled, and with her new coat of paint looks as trim as usual. The steamer Chicago was in drydock and received a general rebuild, having had new floor timbers, ceiling, keelsons, sister keelsons, bilge keelsons, bed timbers, and gallow frame for engines, a large amount of boiler work and new smoke stacks. She is rapidly nearing completion, and she will be in A1 condition when she comes out.

The engineers of the Goodrich line are as follows: Chief of the line, W. E. Elliott; steamer Chicago, chief G. P. Roth, Chas. Sandrock second; for steamer Sheboygan, chief John Smith, T. C. Dorey second; steamer Muskegon, chief S. Coveyow, J. Davellin second; steamer Corona, chief D. Long, J. Tomey second; propeller Menominee, chief Chas. Ross, A. Williams second; propeller City of Ludington, chief Ray Flint, Ed Welk second; propeller Depere, chief H. Johnson, Y. Seymour second; tug Arctic, chief F. Nidert.

VACUUM.

MARINE CITY.

Special to the Marine Record.

No ice of any note in the river to-day. Lake St. Clair is about free from ice.

The tug Roy left here with three of the T. & S. T. Co.'s barges, laden with salt, two for Detroit and one for Toledo.

The J. S. Ruby put in her first appearance for this season, with hoops and staves for the salt blocks. Captain John has the Ruby looking neat as ever.

The tug McKinnon, of Ruell's line, arrived here with the barge Magnet in tow. The Magnet will go above the first bridge in Belle river for a thorough overhauling. She will go in the Lowell's tow when completed.

The steamship Louisiana will be ready to launch in about four weeks. There are eighty men at work on her, under the supervision of Marine City's master mechanic, J. J. Hill.

The new steam ferry D. Foster, plying between here and Sombra, commenced business Saturday. She is well adapted for the route, and Captain Foster says he intends to stay.

On Saturday the City of New Baltimore, bound up from Detroit to this port, with passengers and freight, became almost disabled by losing the pin out of the heel of her rudder. She reached port in safety, however, being a few hours late. She will be hoisted out and a new pin put in this week.

The Roy arrived back from Toledo with a large bill of lines, hawsers and other equipments for the T. & S. T. Co.'s fleet.

Sunday the steambarge Mat Sicken left here with the Senator Blood and St. Joseph for Ohio ports, for coal up.

The J. S. Ruby passed up this morning to await at Port Huron for an opening through Lake Huron. There is ice as far as the eye can reach from Fort Gratiot light tower.

There has been considerable lake ice running this forenoon, caused by the strong southerly winds of three days past. All clear in the afternoon.

Bob.

TOLEDO.

Special to the Marine Record.

Schooner Riverside arrived from Cleveland on the morning of the 4th, she being the first sail arrival of the season. Schooner Rival arrived on the morning of the 5th, and left here on the 6th, loaded with wheat for Cleveland.

Schooner Typo, which has been laid up here this winter, loads wheat for Buffalo at 3 cents.

Propeller Morning Star while coming up from fishing grounds last week, went through herself, breaking her crank, shaft, cylinder head, and piston. They expect to have her ready for business soon.

Messrs. L. S. Sullivan, for a number of years in the tug and vessel agency business and Charles Hubbard, formerly master of the schooner Golden Age, have formed a partnership at Toledo, with office at 104 Water street, for the purpose of doing a general vessel agency and tug business. Any orders entrusted to them will receive close attention, as both gentlemen thoroughly understand the trade. They have for several weeks past acquired considerable vessel property. This will, of course, discredit the statement made last week that Captain Hubbard would sail the Golden Age this season.

A. W. Colton, of this city, sold the tug A. W. Colton to Thos. Nestor, of Detroit, Saturday, for \$15,500 cash. The Colton left for Detroit Tuesday morning to be delivered to her new owner. She will be used at Barago, Lake Superior, in towing logs. She is considered as fine a tug as floats fresh water to-day, and her new owners may well feel proud of her. What is Toledo's loss is Detroit's gain.

Captain M. L. Huntley, for many years in the tug business, has opened up a coal dock at Ironville, where he will be found at all times.

Schooner J. S. Richards arrived from Cleveland Monday and is at the Wabash, loading corn for Oswego.

Schooners Ironsides and Wm. Young are at Gilmore's, waiting to get on drydock.

Steamer Cotrell arrived Monday with the barge Jane Ralston, which was ashore in Detroit river. She is leaking badly, and has a steam pump on board to keep her free. She will go on drydock here for repairs.

Propeller Germania and consort Butman are going to load wheat for Erie.

Tug J. A. Crawford is at Port Huron, receiving a new boiler.

Dredges Quickstep, General Meade, and tug May French are at Gilmore's drydock to receive necessary repairs.

S.

PORT HURON.

Special to the Marine Record.

The schooner L. L. Lamb, loaded with hay, caught fire at Port Huron on the 6th. The hay was all destroyed and the vessel badly damaged. She was not insured.

The barge Genesee Chief, is in Wolverine drydock, receiving extensive repairs new cans and a new bottom, she will be in first class shape when she comes out.

The wind is northeast and the river is fast filling with ice.

The schooner Sligo has been purchased by Captain Kerwin, of Port Sarnia, for \$6,000.

The tug Record, looks fine and is doing lots of work for this time of year. Her master reports lots of solid ice six miles out.

The tug J. A. Crawford, of Toledo, is here to get a new boiler at Love & Scofield's.

The steambarge John C. Pringle, formerly the Wm. H. Gratwick, looks gay in her new coat of paint.

The car ferry Huron, is receiving a new wheel and shaft at the Dunford & Alverson drydock.

The schooner C. H. Burton, will be fitted out a three masted schooner this year; top masts have been put in her this week.

The heavy ice now running will do great damage to the wreck of the schooner S. J. Tilden.

The steambarge Cleveland, was the first to arrive with a cargo of coal from Cleveland this year.

The barge Sonora, is the next to go in Dunford & Alverson dock, to receive some repairs and calking.

JAY.

Captain Wm. J. Lynn, will sail the harbor tug Mollie Spencer, at this port.

The tug George Hand, will go into the Wolverine drydock for repairs.

Captain Stewart, is here fitting out the Middlesex.

Captain Hughes will sail the tug C. W. Willis this season.

The tug River Queen will leave for the Sault just as soon as the ice will let her through.

Lynns, the marine reporters, have opened up their office and are ready for business with a full wrecking outfit.

The Port Huron ferry company have pur-

chased the steamer Hiawatha, from the new line and will place her on the ferry run.

Captain Mitchell, of Bay City, was in this city on business Saturday.

The steamers United Empire and Ontario are getting ready for sea.

Captain John Cornwell, will sail the tug Kittie Haight, this season.

E. J. Kendall, tug agent, has removed to the Moffat building.

JONES.

WEST BAY CITY.

Special to the Marine Record.

Captain J. Davidson is building a steamship, 281 feet keel, 300 feet over all, beam 40 feet, depth of lower hold 12 feet, between decks 10 feet, extreme depth in shoalest place 22 feet. The floor timbers are molded on the keel 17 inches deep, all extra floors, running from one bilge to the other, making the bottoms almost solid. Her main keelson is 16 by 16, assistant keelsons 14 by 16, two rider keelsons on top of main keelson 14 by 14, twelve floor keelsons running entire length of bottom 15 by 15, six strakes of bilge 9 and 11 inches thick, notched down onto the frames 2 inches, all thoroughly edge bolted and through bolted with $\frac{3}{8}$ ths iron; ceiling from bilge keelsons to clamps 6 inches thick; three strakes of clamp 8 inches, all notched onto frames 2 inches. Her lower deck beams are 12 and 9 by 14, and three strakes of shelf pieces 6 inches thick and 36 wide; a hanging knee under each beam with nine bolts in each knee, securely bolted through side and up through deck beams. The upper deck beams are 8 by 10 inches, deck beam on every frame and a hanging knee under each beam, securely bolted with 8 and 10 inch bolts in every knee. She has two strakes of stringers on each side of the hatches, running the entire length of the vessel and notched up into the beams 2 inches. Her upper deck beam is all diagonally strapped with iron 4 inches by $\frac{1}{2}$ thick. She has a heavy water way on upper deck beam, 9 by 9, hollowed out to form the water way; two strakes of plank on top of the water way, notched into frames 2 inches, which forms the bulwarks, and a solid rail, 5 inches by 17 inches wide, all thoroughly bolted inside and outside; double garboard strakes, one 6 inches and one 7 inches thick; planking from garboard strakes to rail, 5 inches thick. She is strapped with steel cords 10 inches wide by $\frac{3}{4}$ ths thick, running from under the rail from stem to stern. Her diagonal straps are 5 inches by $\frac{1}{2}$, riveted on to the main cord and crossed at right angles and running down under the bottom about one-third. She has a heavy arch cord, 10 by $\frac{3}{8}$ ths, which is let into frames on the outside. She is fitted out with very fine accommodations forward for the officers and crew; also, has three elegant spare rooms for guests, with bath room, closets, hot and cold water. All the rooms will be heated with steam heaters. Her dining room, pantries and mess room are very handsomely fitted up. The engineers' and firemen's rooms will be between decks, aft of the engine, and are very comfortably fitted out. She will have three masts, fitted out with wire rigging, steel wire lifts and iron blocks. She has the American Ship Windlass Co.'s improved bed plate steam windlass, steam capstan forward, steam capstan on the quarter deck, worked by two 8-inch engines, which will enable one man to do the work of twenty-five; two Troutman patent anchors 3,500 each, shipped from Liverpool on purpose for this steamship; Williamson Bros.' improved patent steam steering gear. Her machinery, built by S. F. Hodge & Co., Detroit, is a triple expansion engine of the following dimensions: High pressure cylinder 21 inches, intermediate cylinder 32 inches, low pressure cylinder 54 inches, stroke 48 inches; two steel boilers, Scotch type, built by the Lake Erie boiler works, of $\frac{7}{8}$ ths-inch steel, 10 $\frac{1}{2}$ by 11 $\frac{1}{2}$, will be allowed 160 lbs. steam to square inch. The boat will carry 2600 tons, is calculated to make fourteen miles per hour, and will run on 100 tons of coal the round trip, from Buffalo to Chicago and back; wheel by Hodge, 13 feet diameter 14 feet lead. She is considered by all marine experts to be one of the best built and finest models on the lakes. She will be ready to leave port by the 1st of May. She is owned by John Huntingdon and James Corrigan, of Cleveland, and cost \$140,000.

A counterpart of the above boat is up on frame, half sealed, and will be ready by August 1st. Her engine will be built by Trout, of Buffalo, a fore and aft compound, high pressure cylinder 30 inches, 45 inches stroke, low pressure cylinder 54 by 45 inches stroke; boilers fire box, by Ritter Bros., $\frac{5}{8}$ ths steel, 8 $\frac{1}{2}$ feet shell 17 feet long; Trout wheel 12 feet diameter, 14 feet lead.

The steamship Geo. T. Hope has had new decks and deck beams between decks to repair the damage caused by the heating of corn at Chicago the first winter she came out;

recalked all over, and her cabins fitted up with additional rooms to accommodate eight or ten passengers or the owners' guests, fitted elegantly, and she is now as good as new.

Tug Maud S. has had alterations made on her; had her two wheels taken off, stern remodeled for one wheel, two engines taken out and replaced by one; strengthened and made better than when she first came out.

James Davidson's tug Temple Emery has been chartered to the John Spry Lumber Co., of Chicago, for the season of 1887, to run from Lake Superior to their mills at Sault Ste Marie, towing logs. They have the privilege at the close of navigation to buy the tug, the charter money to apply on the purchase.

At F. W. Wheeler's shipyard, there is drawing near completion a fine steamship for the Gratwick, Smith & Fryer Lumber Co., Tonawanda, and Captain John Mitchell, of Marine City, who will command her. She is named the W. H. Gratwick, and is of the following dimensions: 284 feet over all, 40 feet beam, 22 feet 4 inches molded depth. Her upper deck is made extra strong with double iron straps 4 by $\frac{1}{2}$ inch. She will have a triple expansion engine 19, 30 and 52 by 40 inches; two Scotch type boilers 10 by 11 each, of one-inch steel, which are being built by the Detroit drydock engine works. Steam steering gear by Williamson Bros., Philadelphia, and the American Ship Windlass Co.'s steam windlass and capstan. She will also have a steam pony engine and boiler 4 $\frac{1}{2}$ by 6, and steam pumps of the most modern manufacture. The timber with which this fine steamship is built is of splendid quality. She will carry four masts with three sails. Her cabins will be mahogany finished, and when she is completed will rank with the finest on the lakes. She will be launched early in May.

F. W. Wheeler is also building a steamship of the same dimensions as the Gratwick, with duplicate machinery, for David Whitney, Detroit, and one for Captain Thomas Wilson, Cleveland, 291 feet over all, of the same beam and depth as the Gratwick, for which the Frontier iron and brass works, Detroit, are building a triple expansion engine 20, 32 and 52 by 40 inches. He has commenced building a steamship, nearly a duplicate of the Stafford, for himself.

The steamer Ossifrage, Captain Byron Armstrong, has had considerable alterations made on her. Her cabin has been extended and six more state rooms have been added. She is receiving a Worthington condenser, to convert her engine into a low pressure as well as high. She will run the present season between Cheboygan and Sault Ste Marie, in connection with the Minnie M.

At Chesley Wheeler's shipyard the barge Geo. H. Wand, owned by H. A. Hawgood and others, is receiving a rebuild at a cost of about \$900. Wm. Mitchell & Co.'s schooner Nelson is also getting a thorough rebuild. She has been lengthened 32 feet amidship and raised 4 feet higher. Her rebuild will cost about \$22,000.

James Kelly is building for Emery, McLaughlin & Co., a small schooner 75 feet over all, 19 feet beam, 6 feet depth of hold.

WILLIAMS.

DULUTH.

Special to the Marine Record.

It looks like a very late opening here. The ice is as solid as at any time this winter. Teams could go to a point fifty miles down the lake without any danger. There is more ice than I ever saw here at this season of the year.

There are no charters for wheat to Buffalo yet. The rate will open at about 6 $\frac{1}{2}$ c or better, but all depends on wind and weather.

BUFFALO.

D. B. Linstead, the Chicago agent of the Ogdensburg line, was in the city last week and placed the vessels of his line wintering here on the market for coal, though it is stated that he does not care to accept the going rate. He thinks that the Frost, Haskell, and Pridgen will load for Chicago and the Newburgh and Waverly will be put in for Toledo or Detroit, as loads of grain can be obtained at the former port for Ogdensburg.

Superintendent Dobbins has ordered the life stations on Lakes Erie and Ontario to be opened April 15. The keepers will be the same as last season.

The lake hull insurance tariff pool has been fixed by the agents of the companies. All the old companies are in, the only change being the addition of the Boston marine. Starting at A1 vessels of \$100,000 valuation the increase is about one-fourth of 1 per cent over last year, but in lower class vessels it is more and sometimes in vessels of \$10,000 valuation, classing B1, the advance is 1 per cent. In the whole schedule, except tugs, which are unchanged, there are but one or two figures that are not raised.

The Marine Record.

It is our privilege to give a condensed account of the week with such details as come to our notice. We have had various reports, some from a butcher, some from a broker, and some from a party seemingly disinterested, but at the same time materially interested. What shall we say? Is the world turned around? Why, no; everything is just the same, only one fellow thinks he knows more than the other, and he gives you a pointer to save himself from censure, or remove any suspicion of his connection with the matter, yet he is in the ring, under a cloud. Why should we say under a cloud? Because some people are desirous of having no connection with anything that has a semblance of deceit, or in other words, don't want to appear in opposition to the best interests of what they really get their living by.

The late bill, known as the interstate commerce bill—and no lawyer has yet been discovered who can interpret its provisions in a general way as another can, so the public are left in the dark as to the effect it will have on business in general.

The freight market is in an unsettled state, and wild speculation on prospects is a dangerous investment, and should not be encouraged. Just think of the indebtedness incurred by individuals in the past six months, based upon prospective earnings.

The following notice is given by Captain F. A. Mahan, government engineer in charge of the harbor: Masters of vessels are hereby notified that in adjusting compasses on their vessels the breakwater has been frequently damaged. It is therefore expected and required that such care will be taken in swinging vessels as will entirely protect the breakwater from damage. In case of injury to the breakwater, the vessel causing it, her master, or owner will be expected to pay for the repairs, as such injury can only arise through carelessness.

Manager Evans announces the following appointments of captains of the Anchor line: Susquehanna James Todd; India, W. W. Smith; China, Martin Niland; Japan, Robert Smith; Winslow, John H. Maloy; Arizona, George Graser; Clarion, W. P. Gardner; Lehigh, George L. Hogg; Philadelphia, M. Riley; Alaska, C. H. Wilson; Lycoming, Joseph Corcoran; Conemaugh, J. W. Walsh; Delaware, Charles Christy; Juniata, Dall Ryder; Conestoga, P. H. Riley; Wissahickon, C. Mason; Gordon Campbell; H. A. Slisson; Annie Young, P. O'Neill; schooners Allegheny, Henry Durker; Schuykill, George Blair; Annie Sherwood, John McCarthy; tug Erie, E. L. Thompson; Captain Smith of the India sailed the Winslow last year. Captain Maloy was her first mate. Captain Graser of the Arizona was first mate of the Susquehanna, and Captain Durker of the Allegheny was first mate of the Lehigh.

OSWEGO.

Special to the Marine Record.

The steambarge D. R. VanAllen, of Port Hope, has been purchased by Messrs. Herick & Emerick, of this city. She will go in the lumber trade.

The lights were put in operation here on the 1st, and before this is seen by your readers navigation will be open here. There are two or three vessels expected and the steambarge Van Allen, tugs Norway, Cummings, and Ferris have steam up.

The tug C. P. Morey is getting a new cylinder at the Vulcan Iron Works.

The Delaware, Lackawanna & Western R. R. Co.'s trestle is being overhauled and in a few days it is expected will receive coal.

The Delaware & Hudson coal trestle, on the east side of the river, has also had a thorough overhauling, new timbers, etc., during the past winter.

There has been a few arrivals at Charlotte this week.

Most of our sailors have departed for their respective boats.

Mr. Alex. Brown, a well-known young tug man, left here on Saturday last for Chicago, to go on the fire boat. He has the good wishes of many friends here who hope to hear more of him.

Captains Jask, of the schooner Gold Hunter, and Chas. Wakely, of the schooner Wave Crest, have arrived here to get their vessels ready for sea.

The tug E. P. Ross, of Fair Haven, was launched on the afternoon of the 3d, and will be ready for towing in about two weeks. She receives a new steel boiler and repairs to engine, the work being done at the R. R. Co.'s shops, Sayre, Pa. She will be as good as new when she comes out. She will be commanded the same as last season. L. MT. CLEMENS.

Special to the Marine Record.

Following are the appointments of the Tonawanda barge line for the coming season: Steambarge Canisteo, Captain William Dulac; engineer, W. M. Ormsby. Steambarge Weston, Captain W. M. Hyde; engineer, J. Dines. Steambarge Alleghany,

Captain W. W. Sunderland; engineer, Chris Muckleburger. Tow-barge Eleanor, Captain W. S. Tucker. Elvina, Captain Peter Peltier. Oregon, Captain John Anderson. The new boat now on stock, Captain Chas. Woodgrift. Fulton, Captain Frank Dupuy. Steambarge Missouri, Captain J. Webb. Tow-barge Golden Rule, Captain Buckley. Steambarge J. S. Ruby, Captain Ruby; engineer, George Peltier. Steambarge Ida, Captain John Tucker; engineer, Philip Thomas. Passenger steamer Nellie, Captain J. Moran; engineer, F. J. Tieper. Steambarge Handy Boy, Captain Daniel Berry; engineer, George Norcross. T. W. Snooks' new steamer, Captain John Distrois; engineer, Fred Pringle. Steambarge City of Mt. Clemens, Captain Gilbert Lacro; engineer, Eugene Steiger. Our boats have all been painting and undergoing repairs, but owing to the cold weather they are behind. L.

The Tonawanda Barge Line Co. are having a barge built, 182 feet over all, 33 feet beam, 12 feet depth of hold. She will be consigned to their steambarge Canisteo. Archie Stewart is building the barge and Captain Wm. DuLac is superintending the work. They are also rebuilding the barge Wm. B. Ogden, giving her new deck frames and decks, stanchions and rail, new floor, ceiling and other necessary repairs, and recalking, at a cost of \$2,500.

T. W. Snook is building a steambarge, 90 feet over all, 24 feet beam, 5 feet depth of hold. WILLIAMS.

The First National Bank of Grand Haven has purchased a one-half interest in the 226 ton schooner Lookout. The price paid was \$1,615.

PATENT SIGNAL LAMPS.

It is well known to marine men that Messrs. Felthousen & Russell, of Buffalo, have achieved a wonderful success in the manufacture and invention of patent lens signal lamps, head lights, pier lamps, anchor lamps, vessel torches, binnacle lamps, etc. In fact these lights are probably the best at present in use. Preparatory to the reopening of the season, Messrs. Felthousen & Russell have issued a pamphlet which fully describes their inventions and sets forth the prices of them. The brochure is fully illustrated, so that a prospective purchaser need have no difficulty in understanding the nature and appearance of the article he wants. Messrs. Felthousen & Russell, claim with justice, that their new fluted signal lamps now have a world wide reputation and can be seen farther than any vessel signal yet made. Their one great study in their lamp department has been with regard to colors, and they have succeeded so thoroughly that their perfect colors have reduced to a minimum the chances of mistakes arising from color blindness. A desideratum in lake navigation has hitherto been the want of a regulation requiring all vessels to use a side light standard both as to size and color. Sickly colors used in the glass of many of the lamps have a powerful tendency to cause errors in navigation, and if the treasury department resolves to use the lamps and lenses manufactured by Messrs. Felthousen & Russell, it will be doing an important service to the efficiency of the inland marine. We believe the subject is now before the secretary of the treasury at the instance of the board of supervising inspectors of steam vessels. The very best colors in side lights should certainly be used.

MR. J. HUGHES, who has conducted a meat market at 643 Detroit street Cleveland, Ohio for many years, and who has always had a good vessel trade, will open a branch market at Fairport this season with a full line of the best quality of meats, fresh and salt, ham, bacon, lard, sausage etc. Steamboats and vessels supplied promptly at lowest prices. A capable and obliging man will have charge.

G. F. Sheldon & Son, Ashtabula Harbor, are getting their meat market at their old stand, ready for the coming season. Vessel men will find the choicest meats at fair prices, and will receive good treatment.

OUTFIT FOR SALE.

G. F. Sheldon & Son of Ashtabula Harbor have the outfit of the schooner Nevada for sale, cheap. Any parties wanting such an outfit would do well to come and examine, or write for particulars.

WANTED.

A captain to sail a passenger steambarge on one of the most popular routes on Lake Michigan. Prefer a man that would take one-fourth interest. Address GEO. ROBERTSON, Box 340, Grand Haven, Mich.

On April 1st, I will open a new meat market at 35 Bridge St., Ashtabula Harbor, opposite Harrison's milk depot, where I can be found at all times, with a choice line of fresh and salt meats, and would be pleased to see all my old marine friends.

BERT WILLIAMS. Formerly of Burrill & Williams.

MARINE ENGINE WANTED.

Wanted, a marine engine, 14 by 14 or 14 by 16. State lowest cash price. H. L. SAAW, East Saginaw, Mich.

VESSEL OWNERS AND AGENTS.

H. J. WEBB & CO.,

Ship Brokers, Vessel Owners and Agents. [ESTABLISHED IN 1856.]

H. J. Webb & Co., will charter Vessels for Lake Trade. Special attention given to Chartering Vessels in the Lake Superior Iron Ore Trade, both for the season and single trip.

ARCADE BUILDING 101 ST. CLAIR ST., Room 27. Cleveland, Ohio.

TELEPHONE (Office, No. 338. Residence, No. 1328.

WARNER & BECKER,

Vessel Agents and Brokers, ROOM 10,

ARCADE B'ld., 101 St. Clair St., CLEVELAND, OHIO.

J. J. H. BROWN, EDWARD SMITH

BROWN & CO.,

Ship Brokers and Agents.

Special Attention given to Surveying, Appraising and Settling Marine Losses.

Exchange Building, 202 Main-st., Buffalo, N. Y.

ALEX. McDOUGALL,

VESSEL AGENT AND BROKER, Duluth.

Owners and masters of vessels wishing to get cargoes of grain from this port will do well to confer with me. Will be glad to furnish information in regard to cargoes, also in relation to docks, depth of water, etc., at Duluth, Agate Bay (new iron ore port), Port Arthur, Washburn, Ashland, and all points near the west end of Lake Superior. Good gangs of men furnished on short notice for trimming cargoes of grain, loading and unloading all kinds of freight.

PALMER & BENHAM,

Vessel Owners & Agents,

New Bank Building, corner of Superior and Bank Street, Cleveland, Ohio.

MOORE, BARTOW AND GILCHRIST, Ship Brokers and Agents,

No. 101 St. Clair Street, Room 15. CLEVELAND, OHIO.

JAMES T. ROSE,

Vessel Agent and Broker,

Room 4, Exchange Building, Duluth, Minn.

I have an excellent gang of Trimmers this season, Captain Miller's old Crew. Special Attention Paid to Chartering Vessels, and seeing that they get dispatch in Port. CORRESPONDENCE SOLICITED.

CAPT. ALEX. McFARLAND

Iron Ore Trimmer and Contractor, ASHLAND, WIS.,

Has a large gang of men, and is in a position to give prompt attention to all orders entrusted to him. SATISFACTION GUARANTEED IN EVERY RESPECT.

THOS. WILSON

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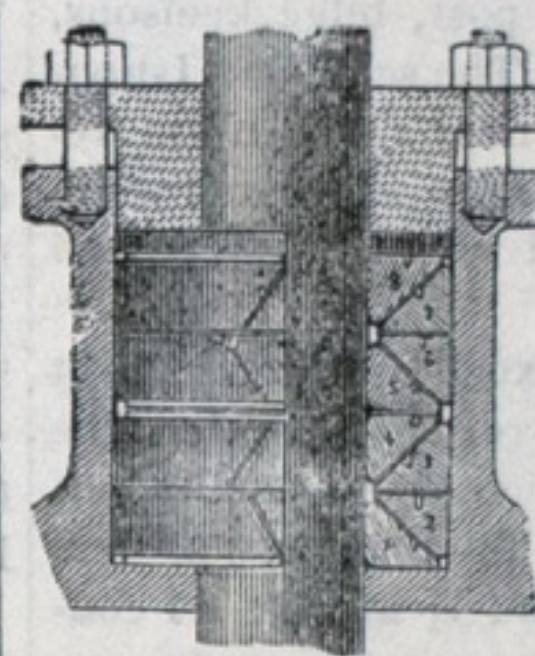
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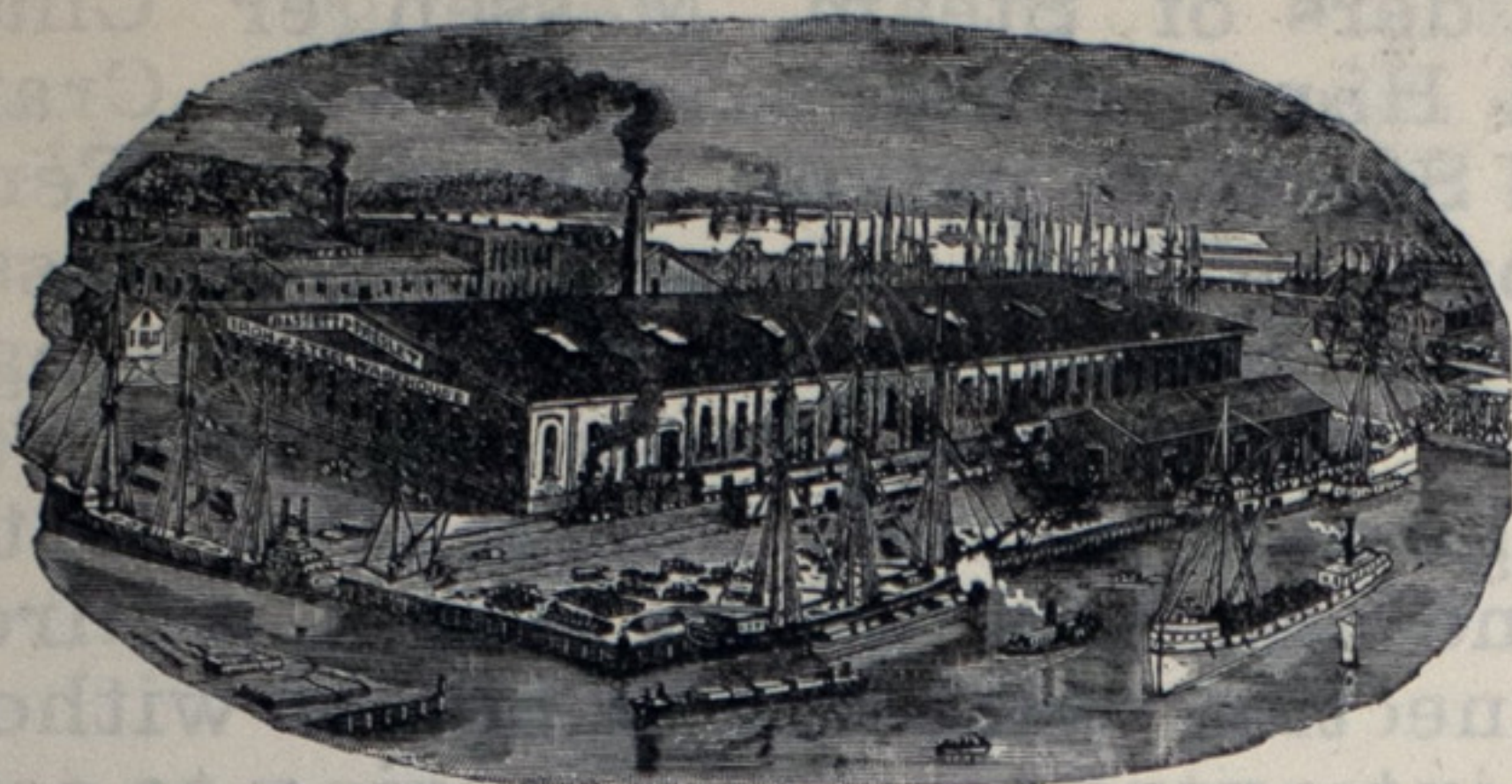
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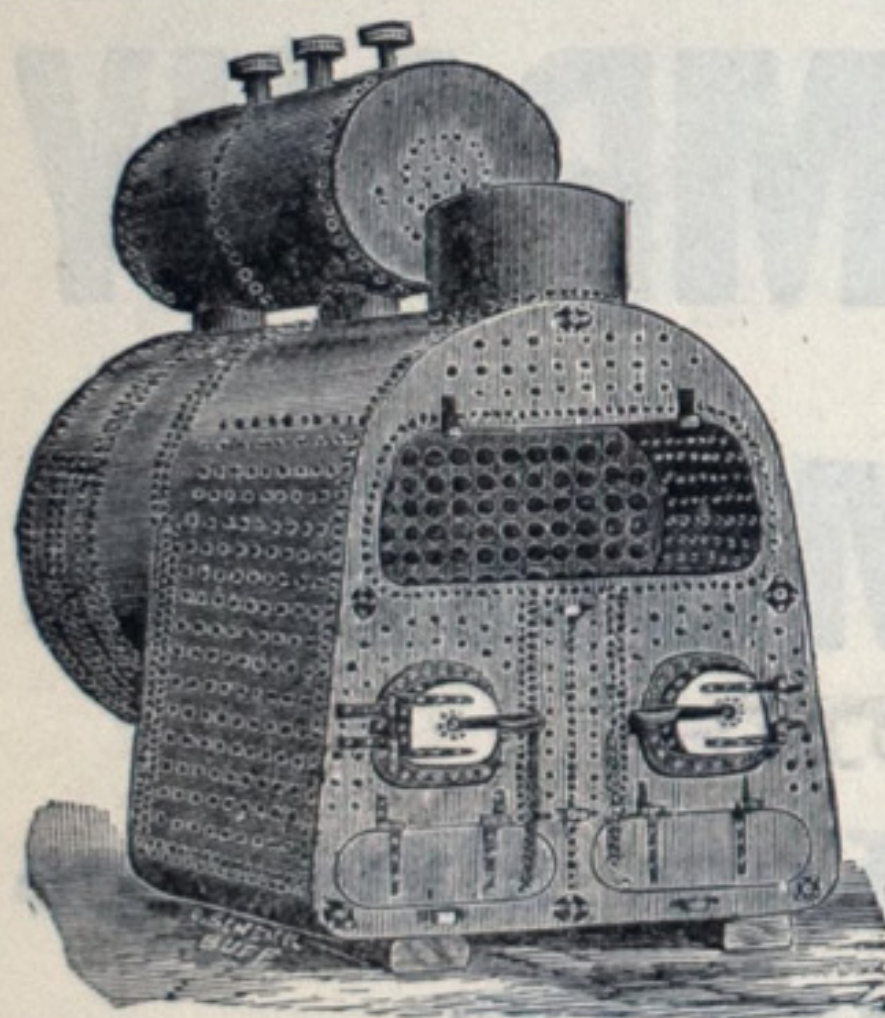
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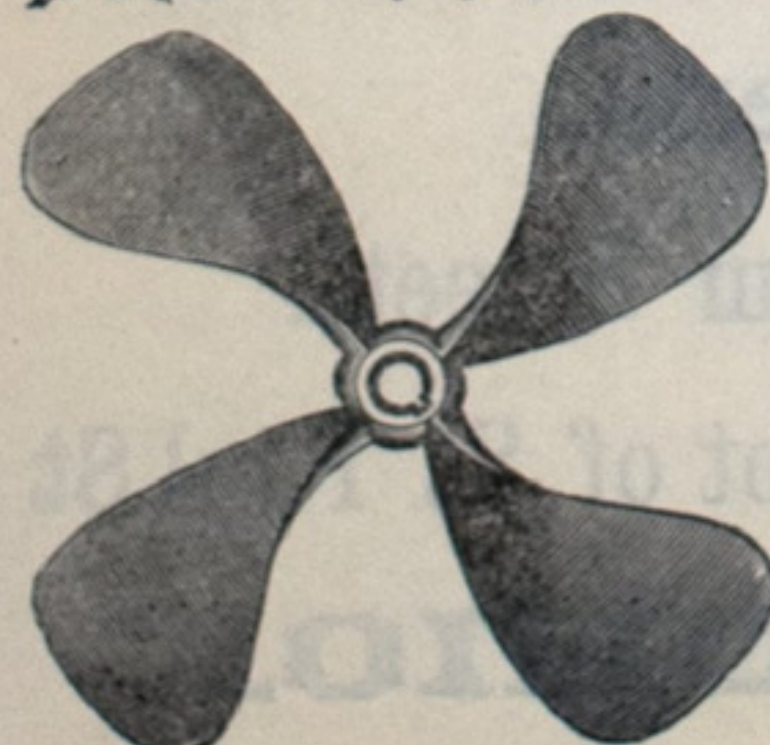
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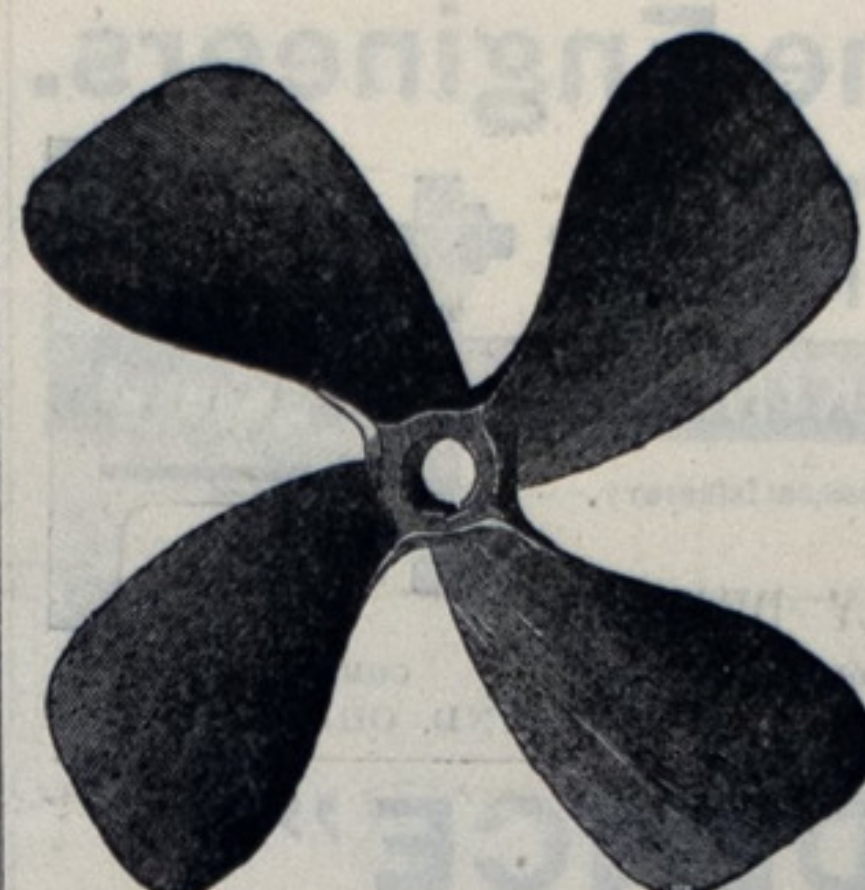
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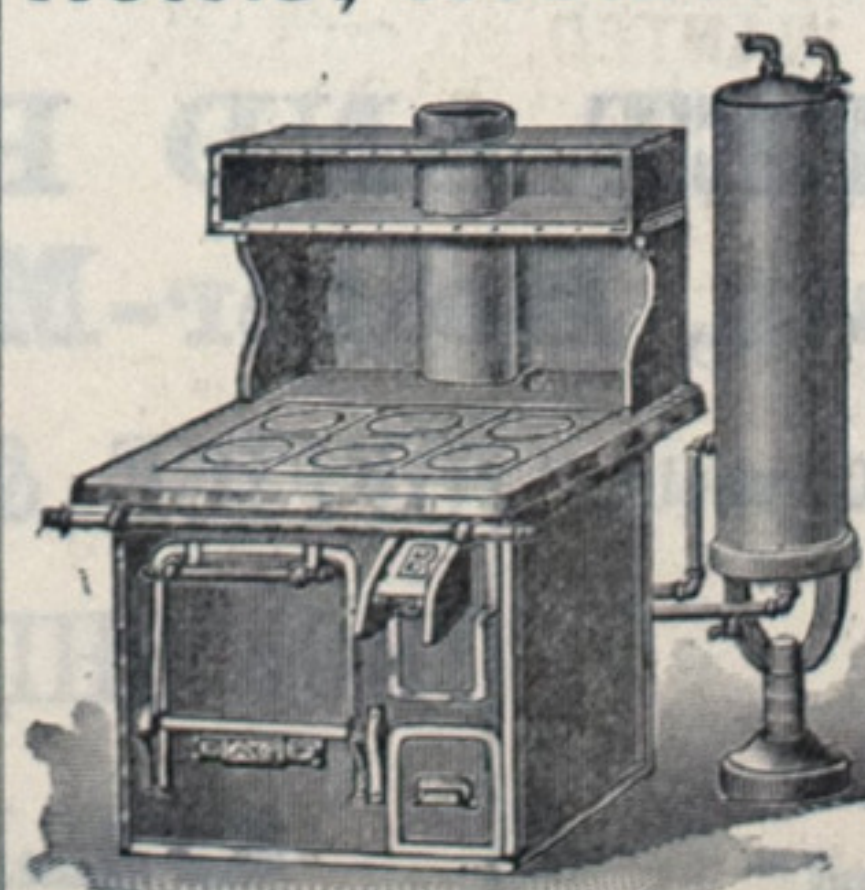
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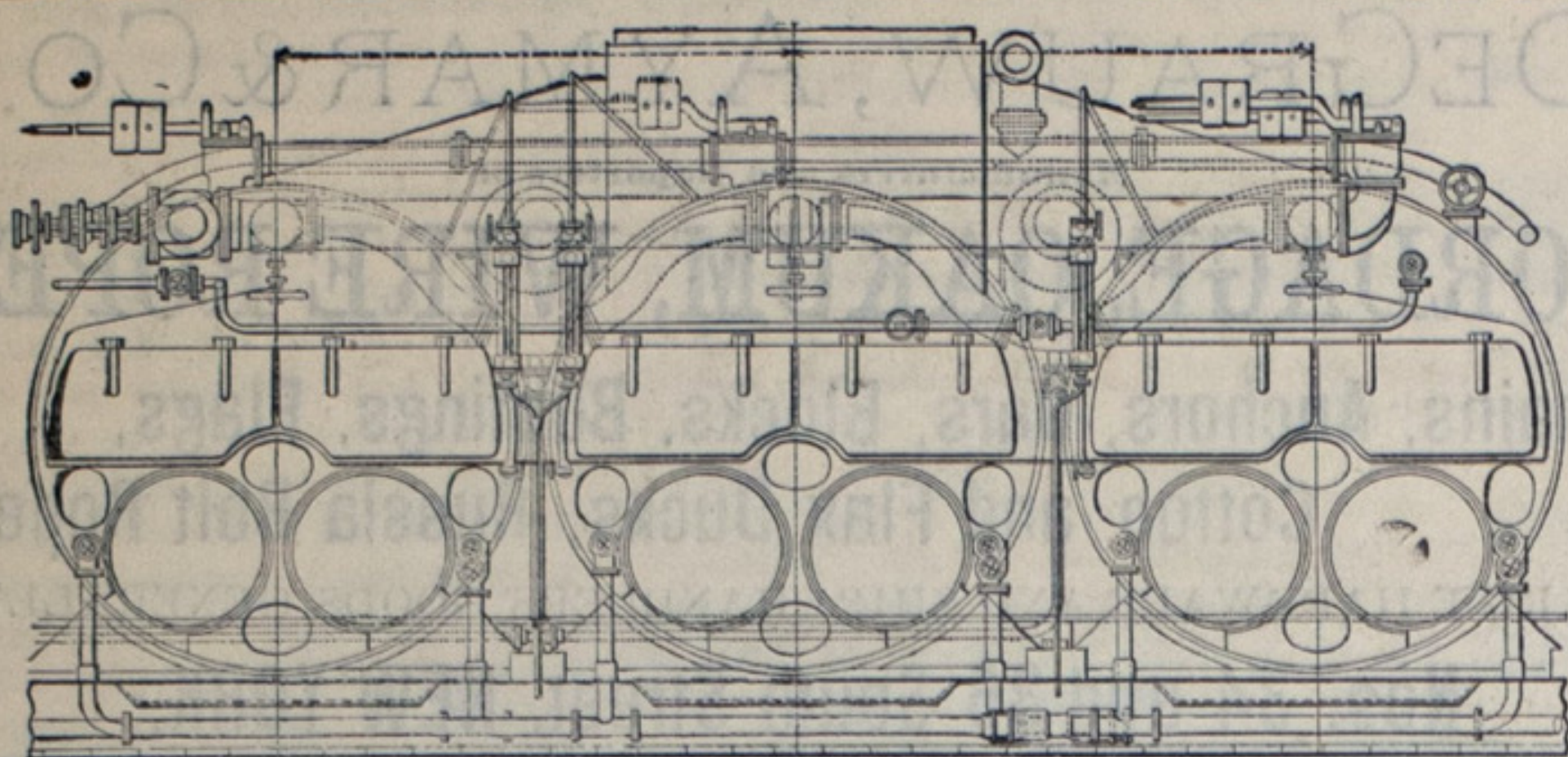
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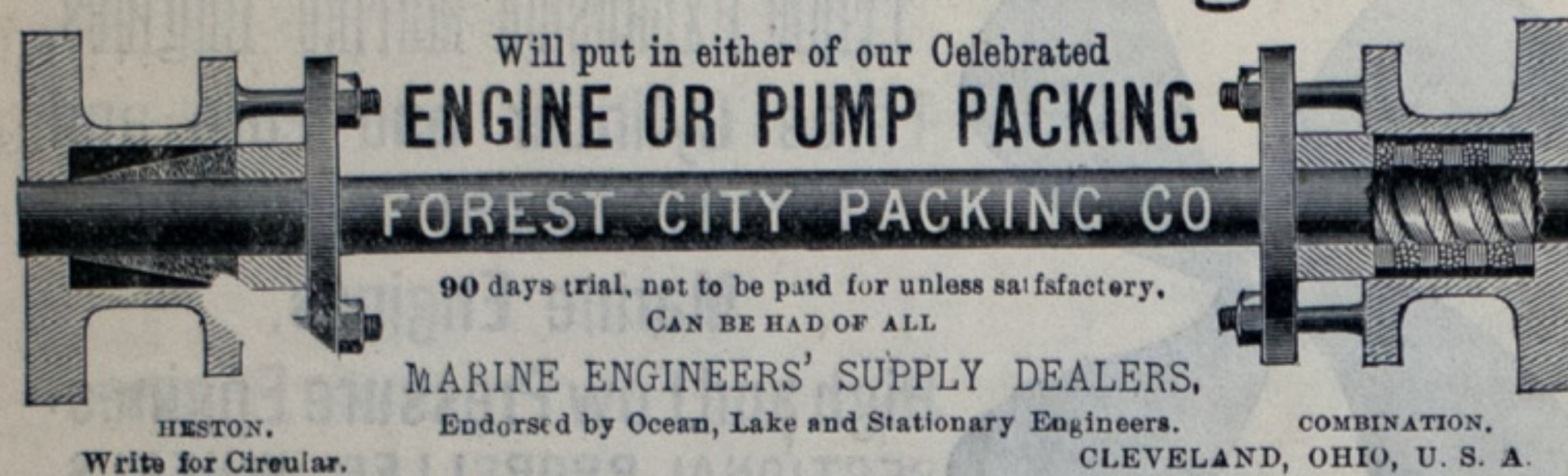
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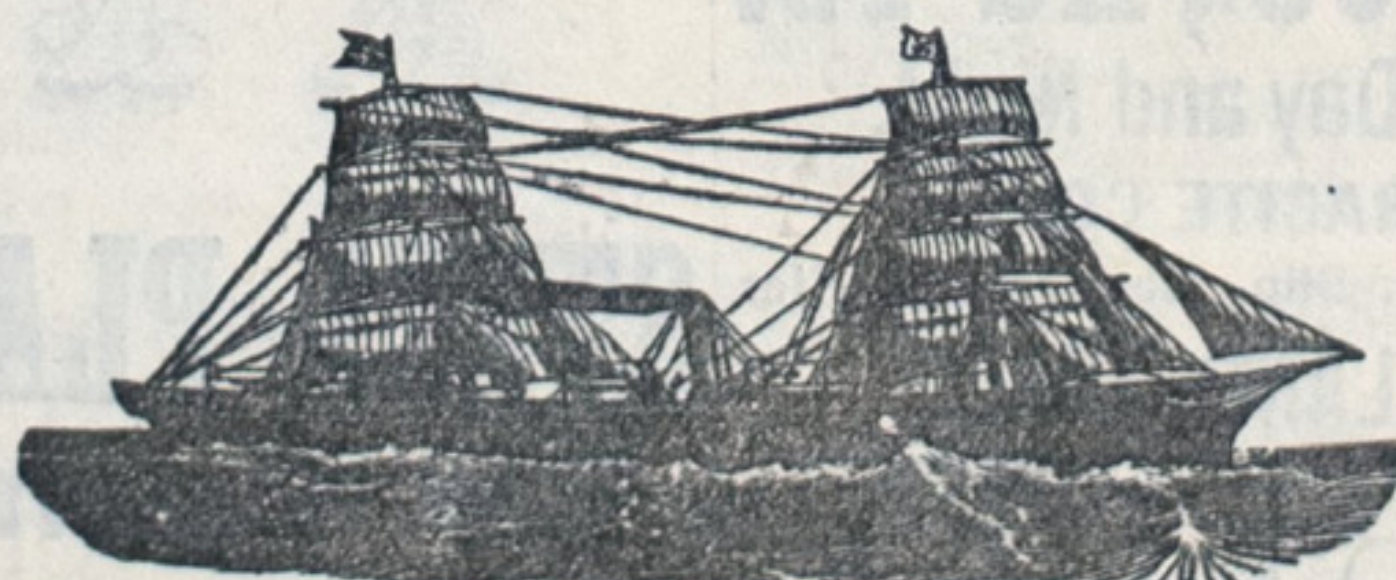
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